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OF THE SOUL
YOUR GLASSES
ARE THE WINDOWS OF
YOUR PERSONAL
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No. 20,361

號一十六百三零萬二第

日七十月八年亥癸

HONGKONG, THURSDAY, SEPTEMBER 27TH, 1923. 四拜禮

號七廿月九年二十國民華中

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TIME-TABLE.

WEEK DAYS.

7.00 a.m.	7.10 a.m.		
7.30	7.40	every 15 minutes	Stopping
8.00	8.10	" 10 "	"
8.30	8.40		Non Stop
8.57	9.07		Stopping
9.47	9.57		Non Stop
9.54	10.04		Stopping
9.04	9.14		Non Stop
9.11	9.21		Stopping
9.30	9.40		Non Stop
9.30 a.m.	10.10 a.m.	every 10 minutes	Stopping
11.30	11.40	" 15 "	"
12.40	12.50		Non Stop
12.47	12.57		Stopping
12.57	1.07		Non Stop
1.04	1.14		Stopping
1.13	1.23		Non Stop
1.20	1.30		Stopping
1.30 p.m.	1.40 p.m.	every 10 minutes	Stopping
4.00	4.10	" 15 "	"
4.30	4.40	" 10 "	"
5.40	5.50		Non Stop
6.47	6.57		Stopping
6.57	7.07		Non Stop
7.04	7.14		Stopping
7.13	7.23		Non Stop
7.20	7.30		Stopping
7.30	7.40		Non Stop
7.37	7.47		Stopping
7.44	7.54		Non Stop
8.03	8.13		Stopping
8.10	8.20		Non Stop
8.27	8.37		Stopping

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THE HANYEHING COLLAPSE

A STORY OF Muddle AND
WASTE!

Evidence is accumulating that the great
concern known as the Hanyehing Co.,
with multifarious activities in coal and
iron mining and the manufacture of steel
and steel products, is rapidly approaching
the point where it cannot speak with
its creditors in the gate. At the present
moment it faces a debt of \$40,000,000 to
Japanese creditors, and these threaten to
distrain.

The whole story of the Hanyehing
Co. has been a story of muddle and waste.
The enterprise was begun by Viceroy
Chang Chih T'ung who set out with the
idea that China should build her own
railways, and should herself produce the
material with which to build them. His
scheme was approved by the Throne in
1890, and he bought his original plant in
England. He also obtained the services
of English mining and iron and steel
experts, who advised him to set up the
plant where the iron and the coal were to
be found, but this advice was disre-
garded, and though the coal and the iron
were obtained from the Tachai district
the works were erected on the filled-in
lake at the foot of Hanyang Hill. After
a time the English experts either dis-
missed themselves or were dismissed, and
a man from Pittsburgh was placed in
charge. This man, an able man, had no
better success than his predecessors, on
account of the difficulties put in his way
by the Viceroy's underlings, who squeezed
the concern for their own benefit to a
degree that made the man from Pitts-
burgh describe the concern as the "paradise
of hoolie." The ever-increasing deficit on
the concern was met by Government appro-
priations until at last Peking would pay
out no more, and the place was ordered
to be closed. It then came into the hands
of Sheng Kung Pao who floated it as a
private company with a capital of five
million dollars, and since then it has been
living a hand to mouth existence by
means of Japanese loans now amounting,
as already stated, to some forty million
dollars.

The future of the concern hangs in the
balance. It is doing practically no
genuinely commercial business, its main
output being turned over to the Hanyang
Arsenal in order to provide General Wu
Pei Fu with arms and ammunition of one
kind or another, and the cost of produc-
tion of these is said to be extraordinarily
high, so high indeed that it would really
pay the purchasing department in any
army better to buy from abroad. The
difficulty in that case would be that the
goods bought would have to be paid for,
while at Hanyehing an indeterminate
account can be run up. The present
state of affairs at Hanyehing cannot last
long. The critical point has come, and
the crisis in Japan simply means that the
Japanese creditors will very soon be more
pressing than ever. It also means that
for some time to come borrowings from
Japan must cease, for Japanese money
can be better employed at home than it
can abroad. Yet the crisis in Japan
should offer to the Hanyehing concern
an excellent opportunity for recovering
itself. A message from Japan indicates
that what Japan wants even more than
food and food supplies is material for
purposes of reconstruction, and amongst
this material undoubtedly a great quan-
tity of structural steel, which Hanyehing
is in a position to produce, may be
recovered.

It is certain, however, that under the
present management the Hanyehing con-
cern has not much of a future before it.
New blood is required, and the adminis-
tration should seek the services of some
man with wide experience in organiza-
tion and administration of big concerns
in China. There are, of course, many
such, but it is also essential that the man
chosen should have had experience in a
similar concern. The name that naturally
suggests itself in this connection is that
of Major Nathan, the head of the Kailan
Mining Administration which occupies an
honourable position as a pioneer of Sino-
Foreign co-operation and even amalgama-
tion. Major Nathan has the further ad-
vantage of intimate relations with the
leading financial and industrial magnates
of Japan, many of them more or less con-
cerned in the Hanyehing loans, and he
would be able to effect satisfactory terms
both for the debtors and for the creditors.
We venture to make this suggestion partly
in view of Major Nathan's personal
qualifications, but also because it has been
more or less an open secret for some time
that the Kailan Administration wanted to
link up with steel and iron on a large
scale.

It is essential to success, however, that
the dead hand of officialdom should not
be laid upon the concern. The original
disasters of the company were the direct
result of official interest, and unless the
whole undertaking can be freed from the
paralyzing influence of the mandarin, no
man really worth his salt will be attracted
to undertake its complete and thorough
reconstruction on sound commercial and
economic foundations, wherein may be
built up an organization that will not
only be profitable in itself but will con-
tribute materially to the reconstruction
of the economic life of the country as a
whole, and especially of the Min-Yangtze
region.—*Far Eastern Times* (Peking).

UNIQUE EVENT IN FREEMASONRY

There was a unique event in the history
of Freemasonry when the quarterly com-
munication from Grand Lodge on Sept.
5th, was held outside London. Lord
Amphill, president at Liverpool and was
supported by a distinguished company.
Two thousand guineas was voted to re-
lieve the sufferers in Japan. The report
of the Board of General Purposes con-
demned the circulation by certain Lodges
of documents relating to international
politics as a violation of an immemorial
rule of English Freemasonry not to partici-
pate in affairs of state. It concluded
by hoping that all attempts at propa-
ganda, among Masons will cease.

CHINA'S NEW PERNICIOUS SCAREMONGERS.

UTOPIA USHERED IN WITH
TRUMP OF DOOM.

[ASIATIC NEWS AGENCY.]

PEKING, September 18th.
Of late we have noticed the distribution
of notices in the various streets warning
people of the calamities which shall hap-
pen after the Mid Autumn Festival, and
in these notices the name of Tang Fang-
chang is mentioned as founder of a new
religion, the world's universal religion
which combines the six principal religions
in the world.

A report from Szechwan says that with
the rapid spread of Christianity in that
province paganism has revived with great
force. People have already been deceived
by the propaganda of the Washanhsia and
Tangshahhsia (Mourneful Societies)
which have their base of operation in
Peking; but now Szechwan has become
headquarters of this pernicious sect, which
has a large number of followers in almost
every province. Tang Fang-chang de-
clares that he has received a Holy Order
from the Most High to become chief of the
7th Religion, which shall unite the six
recognized religions in the world. The
calamities to take place in the 8th moon
shall constitute a proof of the genuineness
of his mission. Since the 4th Year of the
Republic he has sent out many mission-
aries to the provinces to propagate his
religion. Chang Hsi-chang has been
appointed Prophet and Angel for Shan-
tung province, where he has recruited a
large number of followers. Tang Hsi-
yang has been sent to Peking. Sang Wan-
chuan to Shanghai and Li Yang-tse to
Nanking to be master there; and many
young converts have been sent to the
various schools and colleges to study and
to preach there. The Headquarters of
Tang Fang-chang are at Kueishan,
Chengtu, where the organization is exactly
similar to that of a Government. No Tan-
tung has been appointed Minister of
Religious Affairs, Liu Chih-yen, Chief of
the Staff, Chang Shu-to, Minister of Pro-
paganda, and Lu Tien-shan and Liu
Kuang Chief Secretaries. Tang Fang-
chang says that God loves him as He
loves his Son Jesus, and that within a
period of 100 years he will make this world
a Utopia. His religion will be formally
inaugurated by the great calamities in the
8th moon this year. Tang has enjoyed
full protection of the Szechwan Authori-
ties, as General Liu Hsiang always consults
his oracles. According to the reports in
Shanghai newspapers, Tang Hsi-yang
has already registered this religion in
Chengtu under the name of "Shih-chieh-
chung-chiao-ta-tung-hsueh."

THE RICE MARKET.

Messrs. Wm. G. Hale and Co., Ltd.,
of Saigon, in their circular dated 15th
September, say: Since our last report,
dated 1st inst., the news of the terrible
cataclysm suffered by Japan, after all
those already reported concerning the
crops in China, Tonkin, Cambodia, etc.,
badly affected our market and the prices
have daily advanced. Sellers were scarce,
as it becomes difficult to get paddy, which
seems to be detained by some specu-
lators. Some transactions have been effect-
ed with Bangkok for Long rice 25 per
cent. Broken No. 1 and 1 and 2 mixed,
and white meal. It is also reported that
about 5,000 tons Broken have been
bought by Java. No demand from all
other countries except from Hongkong
where the market has been firm with
upward tendency. Market closes steady
but somewhat easier.

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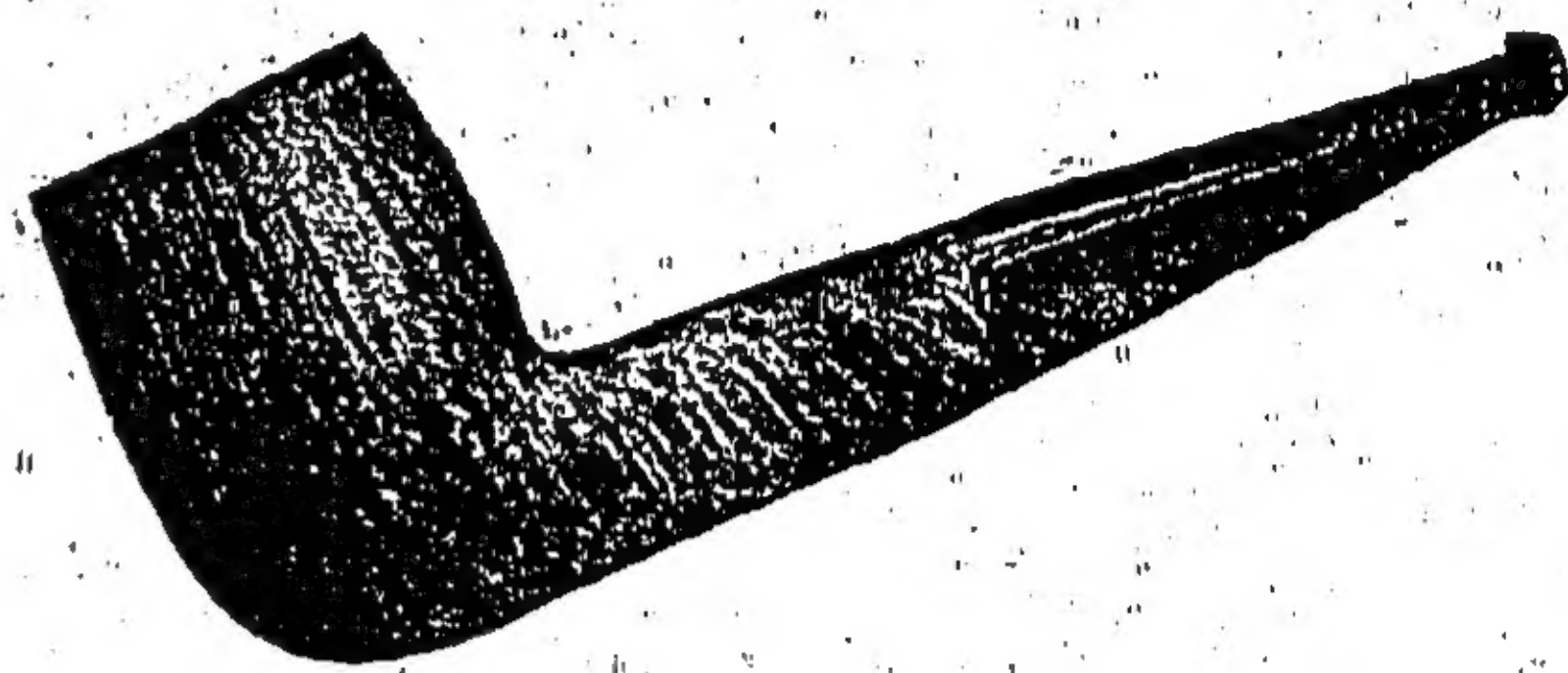
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TROUBLE IN THE PHILIPPINES.

A CONFLICT OF AUTHORITY.
U.S. GOVERNOR'S POSITION.

The Manila correspondent of the Times has contributed to the journal the following account of the conflict of authority in the Philippines between the Legislature and the Governor-General:

There is a growing conviction among American residents in the Philippines that a crisis is imminent in the political status of the islands. This conviction is shared by many of the more enlightened Filipinos and by a majority of the prominent representatives of the foreign communities.

For some time past an attitude of antagonism has been developing on the part of the Philippine Legislature towards the policies and methods of the Chief Executive. There are signs that matters may reach a climax at no distant date. On more than one occasion Manuel Quezon, President of the Philippine Senate, has delivered direct attacks against the authority of the Governor-General. An impression has been created that the position of General Leonard Wood as representative of the Sovereign Power is anything but unimpeachable.

Recently Mr. Quezon issued a manifesto to the People in which he challenged the moral right of the Governor-General to interfere, by use of the veto power or by any other means, with domestic measures enacted by the Legislature. He asserted that the veto should be confined solely to legislation that might affect foreign relations or encroach upon United States sovereignty.

It is true that the Governor-General is in Manila as the supreme representative of the United States and is responsible to the American Government alone. On the other hand the Legislature—the Senate and the Assembly—is composed of the elected representatives of the Filipino people and is responsible to the Filipino people. Mr. Quezon described this situation as one of divided authority and divided responsibility.

In the Philippines (he declared) the Governor-General can never hope to change the make-up of the Legislature because in the elections a legislature in opposition to an American Governor-General would inevitably have the support of the people. It is virtually impossible for the Governor-General to have the support of the Filipino people in a controversy with the Legislature. The time had come when the United States Government must make either the representatives of the Filipino people or the Governor-General wholly responsible for the government of the islands.

THE JONES ACT.

Mr. Quezon goes so far as to challenge the right of the Governor-General to make use of an authority—the veto power—specifically given him by the Organic Act for the Philippine Islands, commonly known as the Jones Act. Were the Chief Executive deprived of this power he would become little more than a figure-head. Already the Governor-General's power to appoint, being subject to confirmation by the Philippine Senate, has lost much of its value as a buttress of administrative authority. The Senate has not hesitated, on several occasions, to withhold or refuse its approval of appointments where those nominated were not of its own choosing or political complexion.

The Governor-General seems thus to be placed in a position where he is unable to propose a policy or carry through a measure without the concurrence of the Philippine Senate, while the Senate is becoming more and more reluctant to lend its confidence and support. At almost every turn in the game General Wood is confronted with "stale mate."

Unofficial American opinion is inclined at least to sympathize with the President of the Senate to the extent of admitting that divided responsibility engenders irresponsibility, that the present anomalous situation cannot continue much longer, and that the sooner a permanent settlement is arrived at the sooner political and economic conditions will become normal. Meanwhile the tendency of the Administration is to avoid any appearance of rupture with the Legislature, which has become to all intents and purposes "the Opposition."

Such an attitude is at times bound to involve retreat from important administrative positions. General Wood finds himself in the impossible position of a Prime Minister unable to count upon the support of even a fighting minority. His voice does not reach the ears of the people, who have no wish to hear. His movements are blocked at every turn.

THE INDEPENDENCE CRAY.

The Filipino political leaders have been persistent in their demands for national independence. It may be taken for granted that they would be satisfied with a grant of self-government in the form of autonomous government that would give them unrestricted control of all domestic issues, including control of the exchequer, with a constitution based more or less on that of the Dominion of Canada, or of the Union of South Africa.

It must not be supposed that the President of the Senate and Senator Omeña, both men of the world and shrewd politicians, are blind to the military impotency of the Philippines, or to the dangers that menace the islands owing to their vast natural resources, which offer a tempting bait to neighbouring countries already hard pressed to find elbow-room, food, and employment for their jostling millions. Neither is it to be credited that the Filipino leaders are prepared to expose the islands to such jeopardy merely for the gratification of a whim, or for the sake of fatuous sentiment, however remote the menace may appear to-day.

Were the Philippines granted an expanded form of autonomous government it is safe to say they would be willing and eager to confide the management of their foreign relations to the Washington Government. Under such an arrangement the United States would automatically continue to be responsible for the military protection of the islands. But the Wood-Forbes Mission, in its report, maintained in no uncertain terms that under no circumstances should the American Government permit to be

(Continued on next column.)

COMPANY REPORT.

JAVA-CHINA-JAPAN LINE.

KEENER COMPETITION AND
DECLINING TRADE.

In their annual report for 1922 the directors of the Java-China-Japan Line, at Amsterdam, say:

The keen competition by Japanese and United States tonnage, and later also by Chinese ships, increased even further in 1922, and the freights continued to decline on all routes, the business of the company suffered severely by the strike of seamen at Hongkong which broke out in January last year and lasted seven weeks. Passenger trade also diminished considerably.

Trade on the Java-Pacific Line declined further, and the ships in this service had to sail with a considerable dead freight. The large decline in the trade from the Netherlands East Indies to the West Coast of America is chiefly due to the entire stoppage of exports of copra cakes, hepa, corn oil and dry sugar. Compensation was to a certain degree found in the increased shipments of sugar and oil from the Philippines to the West Coast of America. It was, however, decided to reduce the number of sailings in 1923, and the service is now carried out by four steamers, the sailings being monthly.

The sites at Tandjong Priok were nearly completed at the end of last year. The services of the United Netherlands Shipping Co. are developing satisfactorily, and the loss is considerably less than in the previous year. A definite decision relative to the completion of the steamer *Tjibara* has not yet been taken. The steamer *Tjibara* was completed in October, 1922, but was laid up until January, 1923, when employment was found for her outside the ordinary trade of the company. The steamer *Tjibara* remained on time charter to the United Netherlands Shipping Company throughout the whole year.

As the building programme has been practically completed, the name of the reserve fund for new tonnage was altered to reserve for depreciation and renewal, and the repair fund was renamed repair and survey fund.

After allowing for taxes, the balance of the miscellaneous reserve amounts to 5,000,000 guilders, and the directors propose to write off loss on last year's trading.

No dividend will be paid, and a balance of 4,162 guilders carried forward.

SOVIET CASH FIRST.

BRITISH TOOL-MAKERS REFUSE CREDIT
ORDERS.

The collapse of Sheffield's trade in tools supplied for Russian engineering, agricultural and forestry industries, says a London paper, has followed the refusal of the Soviet Government to pay cash before the goods are despatched.

Numerous orders have been received, but the Soviet no longer agrees to the cash-down condition which it recently observed when buying a large quantity of saws.

Sheffield manufacturers are not likely to undertake business with Russia on credit terms.

established in the Philippine Islands a situation which would leave the United States in a position of responsibility without authority.

There remains, therefore, the problem of devising some compromise that will satisfy the legitimate aspirations of the Filipino people, as manifested by their chosen spokesmen, and at the same time safeguard the sovereign prerogatives of the United States.

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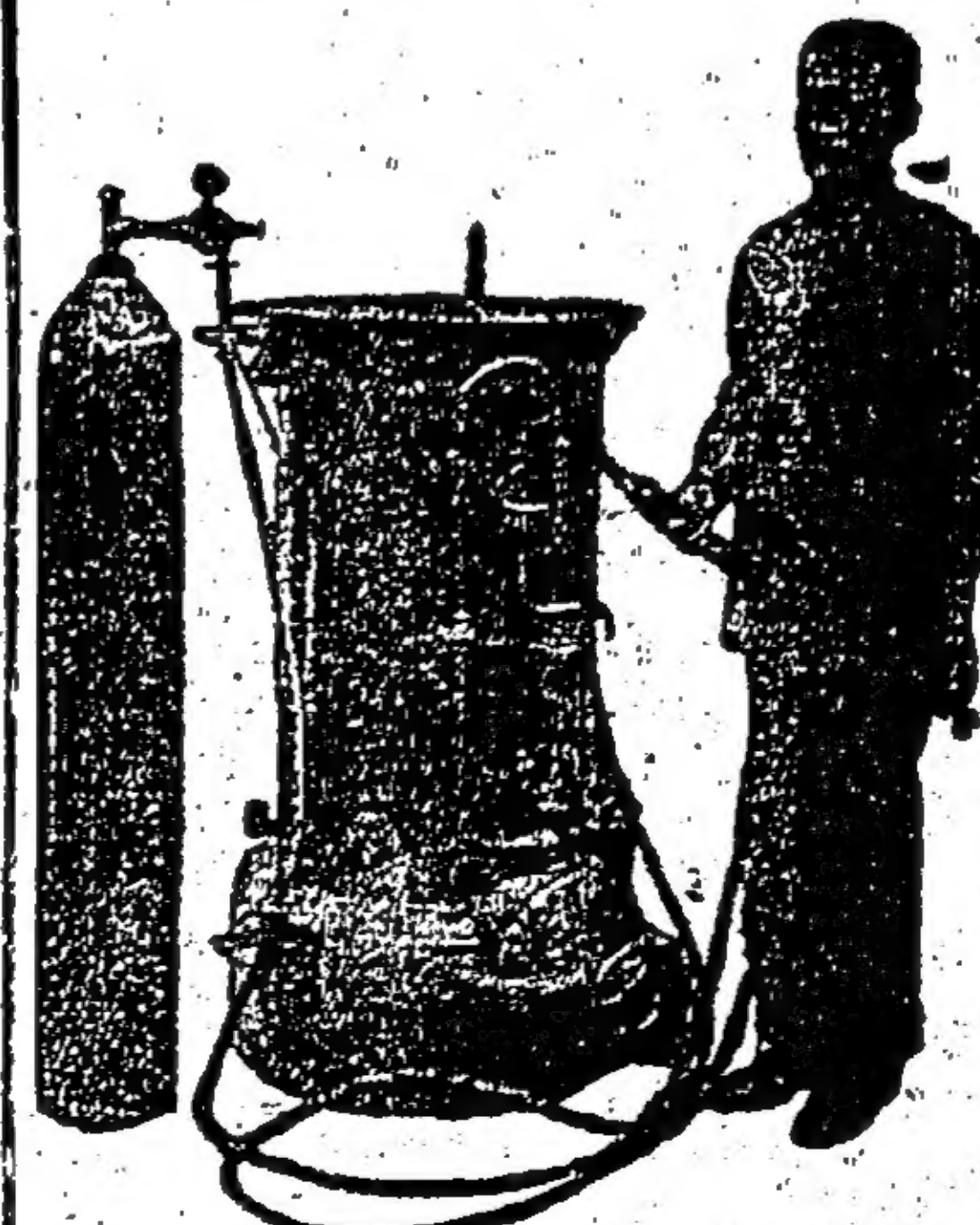
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DISORDER IN CHINA.

REACTIONS ON BRITISH TRADE.

The following article, which recently appeared in *The Times Trade Supplement* is written by a well-known Shanghai resident who recently left for England:

The reactions on British trade with China of the disorder that is prevalent in the most important commercial areas of the Republic are becoming increasingly harmful, a good deal more harmful than is generally realized.

Public appreciation of the situation has, it is true, recently been increased by the spectacular hold-up of the Nanking-Peking train and by the capture by brigands of a number of well-known people. I had also in such parts of England as I have visited since my arrival from Shanghai a fairly widespread realization that China is in a bad way. But so many other parts of the world, more directly important to British trade, are in a bad way that the situation in China is less clearly appreciated than it might and certainly should be.

To some extent this is due to the fact that the figures of our trade with China are not very readily available and that such figures as are available illustrate very imperfectly what is happening. If the public that has its eyes on Chinese railway bonds has had occasion, as the Peking Correspondent of *The Times* showed recently, to feel dubious, holders of other Chinese bonds, secured on the Salt and Customs revenues, have no apparent reason for apprehension. Both securities, as far as figures show, are doing well.

The trade statistician, too, can find in the Customs annual and quarterly returns a great deal of reassurance to set against tales of unrest, whilst questions asked in Parliament are few and far between and the answers to them generally of a comforting and quieting character. I do not mean to suggest that there is any kind of conspiracy of silence in regard to Chinese affairs. I mean merely that the information generally available, especially the commercial information, is incomplete and does not show how bad things really are.

HELP TO RANSOM.

A complete picture of the situation can only be obtained by following out the individual ways in which the present disorder in China affects merchants on the spot and then estimating their cumulative effect on Britain's position in the China market. Let us begin on the Yangtze River, the region at once the most important commercially and best known, alike to those who have and those who have not first-hand knowledge of the country. On the upper part of the river the great highway to Szechuan's market, where so many of Shanghai's imports go, trade is being constantly, unscrupulously, and helplessly penalized by illegal taxation. It takes two forms—"protection" or "escort" fees and "voluntary contributions."

The former are levied on junks loaded with foreign cargo whether that has already paid duty or not; the latter on foreign-owned vessels also. Recently "escort" fees exacted from a single convoy of junks amounted to £15,000, or the then rate of exchange between Shanghai taels and sterling, to £950. In spite of their name the fees afford no protection, whether the junks, whether escorted or not, infrequently the escort demands a further fee with which to buy the brigands off. I have personal knowledge of a case in which a body of brigands cleared \$4,000 in this way and then robbed the junks to the tune of £15,000, or over £2,500.

Wanshan a few miles below Chungking, on the left bank of the river, is the centre of "voluntary contributions." A vessel is assessed at so much and if she refuses to pay the military authorities forbid any boat to put out to her from the shore, thus rendering it impossible for the vessel to get fuel. As few vessels carry sufficient fuel to get to Ichang to Chungking there is usually no alternative but to pay the money demanded. Representations, of course, are made to the Legation authorities in Peking and by them to the Chinese Foreign Office, the Waichiao-pu; but illegal taxation goes on just the same, and what is taking place on the Yangtze is taking place in various forms in many other parts of China. Treaties and agreements which stipulate exactly how much foreign goods should pay in duty are being disregarded with impunity.

DANGERS OF TRAVEL.

Another consequence of the prevailing disorder is the danger attending travel in the interior and the insecurity of property. There are not many lines in which foreigners travel but three of them are important, cigarettes, kerosene oil, and sugar, the values of the net import of which in 1921 (the only figures available when I left Shanghai) were in round figures £4,578,762, £11,373,497, and £13,254,714 respectively.

Foreigners travelling in the interior in connection with the sale of these goods run increasingly great risks. I crossed the Pacific with one of them a few weeks ago and he made no secret of the feelings he had experienced in the discharge of his duties as an inspector of sub-stations. The sub-stations themselves are exposed to the constant danger of being looted. I have before me as I write an incomplete list of towns in the interior looted during 1932. They total sixty-two, and are in various parts of Honan, Anhui, Chihli, Kiangsi, Manchuria, and Kwangtung. In addition to these a very large number were looted in Kwangsi. Sub-stations of the foreign organizations selling the goods referred to suffered with them, the loss falling on the organizations, or their Chinese agents, or both.

The effects of disorder are also felt very acutely by firms interested in the import of machinery, as was illustrated earlier this month by the dispatch from Shanghai of a cable sent jointly by the leading British engineering firms, in which they expressed the view that "if drastic action

is not taken by the Foreign Office trade in China will become impossible." The constructional work in which these firms are interested in various parts of the country is being held up and industrial development checked. In this connection it may be pointed out that the import of machinery into China in 1921 was worth in round figures £13,510,559, of which business Great Britain did over 35 per cent. Had conditions been more settled the amount of business done would have been much larger, for the demand in China for British textile machinery and electrical goods is growing.

EFFECT ON TREATY PORTS.

Even within the Treaty Ports where the great majority of foreign business men live and are safe the unsettled state of the country has its effects. There is a well-known phrase in Shanghai describing the destination of Chinese who have failed or do not wish to take up their contracts, and have in consequence abandoned. They are said to have gone beyond Ningpo, to "Ningpo-more-far." Ningpo being the name of a small Treaty port close to Shanghai. The refuge of "Ningpo-more-far" is much more often used to-day than formerly, partly because there has come into existence a class of dealer whose word is certainly not as good as his bond—himself a sign of the times—partly because the arm of the law in China stretches nothing like as far as it used to stretch. Once a man has gone to "Ningpo-more-far" he is for all practical purposes beyond the reach of law. The foreign importer is obliged to cut his loss, though each time he does so, of course, he broadens and makes easier the road of escape for other dishonest dealers.

These various circumstances, combined are a contributing cause of labour unrest which, during the past two or three years, has been increasingly productive of strikes. The Hongkong strike was big enough to attract attention here, but there have been a large number of less important strikes in Hankow, Amoy, and Shanghai of which little or nothing has been heard. The Hongkong strike was in part political intrigue; in the less important strikes referred to it is difficult to say definitely whether political intrigue played a part; but agitation of the Bolshevik type unquestionably did so. The influence of professional agitators is growing and the conditions described above give them every chance of multiplying their activities.

With the financial embarrassment of the Peking Government resulting, as they very largely do, from the failure of the provinces to remit the revenues due from them, there is not space in this article to deal. But one consequence to the merchant is this, that he does not get paid for the goods he has supplied to the Government. There are millions of pounds outstanding in this way.

DISREGARD FOR FOREIGN PRESTIGE.

As a result of all these factors there is growing up an increasing disregard for foreign prestige, and that at a time when Young China is more than ever anxious to receive for the country what are termed its sovereign rights, the consequence being that questions other than purely commercial ones in which business men are vitally interested have reached a deadlock. The status of the ex-enemy concessions at Hankow is one of them; the extension of the foreign settlement at Shanghai is another; the future of Wei-hai-wei to judge from recent cables has now to be added to these. We badly need a trademark law in China, but what hope is there of getting one when the authority of the men who would promulgate the law is confined to Peking?

The cumulative effect of all these conditions on trade scarcely needs emphasis. What does need emphasis is the fact that, as between the three chief competitors in the China market, the circumstances described above are most prejudicial to Great Britain. In the first place, Britain has sunk capital in China, more than Japan or America. In the second, if disorder affects British and American trade equally, our market in China is more important to us than America's is to her; while on the other hand, disturbed conditions in China block the outlet much more in our case than in Japan's. Japan's proximity to the country enabled her to take much shorter views and to adapt her activities to requirements and opportunities much more readily than we can; while her control of Manchuria gives her a region on which she can rely for more than we can on any part of China proper. The labour difficulty referred to above affects British employers more than it affects Japanese or American, for the simple reason that there are more of them, while it is British business men who are most interested in the questions which have reached a deadlock.

Let it also be further borne in mind that throughout the war years Britain lost ground heavily in the China market. Her competitors had things very much their own way, Japan's trade with the country increased; American increased still more. We did our best to hold our ground, but unavoidably our trade diminished. Since the war we have recovered much that we lost, but in the conditions at present existing the odds as I have shown, are against us.

Among these odds I personally—though not everybody by any means would agree with me—count sentiment, not the sentiment of the business classes who know, understand, and trust the British, but the sentiment of the class from which China draws her politicians, who inevitably, by reason of the multiplicity of our interests in China, see in us quite as much as they do in Japan, the chief obstacle to the recovery of what they are pleased to call their sovereign rights. The influence of politicians on trade is, it is true, only indirect, but it is, as shown by anti-Japanese boycotts, an influence of which account has to be taken. In taking it into account the British Legation in Peking has in the immediate future a very hard row to hoe.

MONGOLIA THE HAPPY.

HUNTING IN CARS.

WAXING POWER OF SOVIET.

(By "THE TIMES" Peking Correspondent.)

KALGAN.

In this hot weather, when the capital of China is a vast area of high walls radiating the fierce heat of summer, and the air is impregnated with dust whirled hither and thither by the burning wind, it is a blessed thing to escape to the high lying plains of Mongolia, now clothed in green and fanned by cooling breezes.

Not long since it was an affair of weeks to make an expedition into the Gobi Desert, but steam and petrol have worked wonders, and in these days one may penetrate well into the ancient territory of Kublai Khan and be back in the city that he planned so nobly within the space of sixty hours—quite long enough to be absent when the daily task is that while a meeting of the troops is imminent and a camp almost inevitable.

Kalgan, which may be reached by rail, lies some 2,000 ft. up, at the mouth of a rocky valley that sides through the range of glistening foothills and gives access to the plateau upon which many world-conquering empires have originated. This way came the successive hordes of Tartars who have from time to time overridden the Empire of China. High on every hill overlooking the valley stand heavy masonry watch-towers that testify to the vigilance of former days. It is a bare, rocky, and wild country, a regular no-man's land of nature's debris dividing the lush farm lands below from the sweeping prairie region above.

Here also runs the great northern trade route leading to Urumchi and tapping the whole of Central Mongolia. Few, of thousands of camels are ever in the way, gingerly treading the stones of the valley, or slowly and comfortably footing it across the plateau, bearing hides and wool and fur to China and taking back tea and kerosene, silk and "piece goods." It is a labourious business of eight hundred miles between Kalgan and Urumchi, and the carrying of merchandise takes thirty days. Travellers riding can do it in twenty days, but hardly in less without relays of horses, which are difficult and expensive to arrange.

THE TRIUMPH OF THE MOTOR-CAR.

But for travellers in Mongolia everything has been revolutionized by the advent of the motor-car. This modern vehicle has repeatedly done the journey from Kalgan to Urumchi in forty-eight hours, despite the almost total absence of roads. Nowhere in the world probably has the efficiency of the motor-car been so tested as on the track leading up to the Khan Abar Pass, and on the immense steppes beyond. An ordinary five-seater with the full complement of passengers and two or three hundred pounds of baggage makes light of the difficulties, and rattles up the valley at 15-20 m.p.h., cranking over river beds, plunging in, and out of deep cuts, and thumping over boulders; any one of which obstacles would deter drivers of the best European makes of car at home. But the American car seems indestructible, and of the forty or so now regularly on the run are about half a dozen that have made the trip of 1,800 miles no fewer than eight times, and still live to demonstrate their mechanical efficiency. This road up the valley, out of the slopes where the tread of the camel track was too narrow, and every car using it must pay \$5 (about three guineas) each time for the privilege, as a contribution to the expense. A few low bridges have been made on the plateau, and at several places a double-line of stone flags have been laid over marshy ground. Owing to the narrowness of the road, and the narrow paths worn smooth through the grass by countless feet, and it is a hair-raising experience to do 40 m.p.h. on such a road, swerving this way and that to keep the wheels on the path, and at full speed jumping the edges where the paths diverge or run into one another.

Frequently drivers leave the road a little to the left or right, and take their chance on the stretches of grassy plain. It is common with sportsmen to run down wolves and antelope in this way, and to shoot them with automatic pistols when overhauled. Drivers paying more attention to the fun than to the ground occasionally strike a bad place, and empty their passenger seats into space. But all this is part of the day's work for the cars on the Urumchi trail, and if one sometimes comes to grief there are many which stand up nobly to shocks of pulverizing intensity. It is astonishing to see how some of the cars are loaded. One met on the road carried two persons and nearly 120 lb. of furs and other impedimenta lashed all over it, the whole looking like some antediluvian monster. Another doing passenger work was loaded with more than five hundredweight of baggage and fourteen adult Chinese. The baggage filled the inside of the car, so to speak, up to the gunwales, and twelve of the passengers sat cross-legged on this precarious platform, or with their legs dangling over. This car, swaying and lurching perilously as it went, was timed to reach Urumchi on the fifth day, according to previous experience, and it is only fair to say of it, and of most of the others engaged in the Mongolian traffic, that the make is Dodge, of Detroit.

HORSE-BREEDING TEST-DWELLERS.

Mongolia is no desert, but a land of rolling downs and low hills, a windswept waste in winter; in summer a velvet lawn of green speckled thick with flowers. Trees are conspicuous by their absence. The shallow valleys in the south contain soil that produces fair crops, and the Chinese, here as in other frontier regions, have settled largely and their colonies are ever extending northward. Their mud villages are slowly pushing the Mongol encampments further back into the plateau, and for five miles or so beyond the Khan Abar Pass there are attenuated signs of the complexity of Chinese civilization. But the habitations of the Chinese are soon left behind, and they are followed by the yurts of the Mongols, dotted in half dozens in every few miles of landscape. The wealth of the Mongols consists of horses, cattle, sheep, and goats. Rarely in Southern Mongolia does the Mongol break the soil. He lives mainly on the milk and cheese from his herds and on the fat sheep that he kills at the sight of any guest on the horizon. The horses are their most precious possessions, for by their means they graze their nomadic instincts, besides which there is a good market for them in China. The yurt is a round hut built to movable lattice work and covered by felt mats that can be rolled off and on. A pole in the top lets out the smoke of the fire of dried dung used for cooking, and according to the weather the mats are used to let in air or snugly fastened down to keep out the cold. Our host for the night was a worthy Lama whose Scriptures were neatly arranged on a shelf, and whose main business was the breeding of horses. On our arrival word was sent forth, and while we drank tea and the native milk, two little cakes imported from China and slabs of home-made cheese, the herdsmen went far and wide on their ponies, rounding up the scattered troops busy with the grass. Some five hundred ponies were corralled, stallions and mares and foals, but the large majority were geldings, that the forger in China makes such a business of racing. These of the party who had come to buy were soon hard at work striving to catch the points in shaggy, poor conditioned beasts—the best of them had recently marched 600 miles over drought-afflicted country—and to imagine what they would look like when filled with good corn and ready to run for their lives. It is here worth saying that the Mongolian pony never eats anything but grass, and that on this meagre diet he is trained to race anything up to thirty miles, and readily carries a rider fifty miles every day for a week. Only when he comes down to China does he ever taste hard feed.

THE POLITICAL SITUATION.

In the past dozen years the Mongols have known some strange political ups and downs, and the strangest of all is that now, with one great neighbour given over to devouring Bolshevism, and the other to militarism and brigandage, they are better off than at any time in recent history. There is law, order and prosperity, and for the moment the threat from outside. It will be remembered that in 1910 the Chinese General, "Little Hu," occupied Urumchi and played the conqueror with conspicuous brutality and stupidity. The following year came the Russian General Baron Unger with a mixed force of which the greater part were Mongols, who abominated the Chinese régime. Unger smashed the Chinese army, and of fifteen thousand only three thousand returned home to tell the tale. Unger, however, was not there for the *bonapartism* of the Mongols, but when attacking the Far Eastern Republic in the interest of the Whites, was totally defeated by a Red army. Thereafter a Red detachment of two thousand marched to Urumchi and set up a Red Mongol Government advised by Soviet nominees from Irkutsk, and supported by Red troops.

Mongolia, it would have seemed, had fallen out of the frying-pan into the fire, but the fact is otherwise. The Red troops have dwindled away and only two hundred are left. The Red advisers have one by one been superseded by Russian Socialists who really have helped the Mongols to establish a decent government. The Red Mongol Cabinet, now responsible to a National Convention, representative of all classes, functions satisfactorily, and is liberal, but not communist. Lines, the Hutuktu for Living Buddha, who had been recognized as Temporal Emperor since 1912, has ceased to be anything but a spiritual ruler. A local butcher, established as War Minister, has turned out to be a practical man with administrative qualities. One of the four great Khans of Mongolia is a working member of the Cabinet, and if the Princes and nobles do not like the new order—for they are now taxed according to their wealth—they are accepting the situation. In Inner Mongolia, still subject to China, there is a great deal of brigandage for which the Chinese troops are believed to be responsible. In Outer Mongolia there is complete security, plenty of trade, fair taxation without oppression, and a regular flow of revenue into the treasury. The currency is silver dollars and Russian gold. The Mongols are spending money on their army with the object of being able to resist another incursion from China, against which feeling is deep and bitter.

The most curious feature of the situation is the acquiescence of Moscow in the gradual reversion of Mongolia to independence. Moscow has recognized the Mongolian Government, accords a Mongolian envoy, and apparently does not interfere in Mongolia, though in addition to a Soviet representative at Urumchi there is a secret service office which examines passports. Not long ago this office was deprived of the right of examining baggage after it had been already passed by the Customs. Moscow may be supposed to be desirous of pleasing China by abstention in Mongolia, but on the other hand the Soviet Government is supplying arms and military material to the Mongols for defence against China. It would seem, however, that the Mongols who now possess a well-equipped force, have nothing to fear from a China distracted by its own troubles. If there is to be further aggression against Mongolia it must come from the north.

(Continued at foot of next column.)

TROUBLE AT CANTON.

CARGO COOLIES ON STRIKE.

We learn that the cargo coolies at Canton struck yesterday. It appears that Mr. Sun Fo, the Mayor, demanded \$100,000 from the commission brokers. They refused to pay and called out the cargo coolies on strike so that all steamers have been unable to discharge cargoes and are returning to Hongkong with them.

The British Consul-General (Sir James Jamieson, K.C.M.G.) and others are mediating, but at present without definite result.

It is stated that the \$100,000 demand was due to the fact that the authorities discovered by seizure of account books that the commission brokers had been commencing at under payments of Customs revenue by traders.

sheep, and goats. Rarely in Southern Mongolia does the Mongol break the soil. He lives mainly on the milk and cheese from his herds and on the fat sheep that he kills at the sight of any guest on the horizon. The horses are their most precious possessions, for by their means they graze their nomadic instincts, besides which there is a good market for them in China. The yurt is a round hut built to movable lattice work and covered by felt mats that can be rolled off and on. A pole in the top lets out the smoke of the fire of dried dung used for cooking, and according to the weather the mats are used to let in air or snugly fastened down to keep out the cold. Our host for the night was a worthy Lama whose Scriptures were neatly arranged on a shelf, and whose main business was the breeding of horses. On our arrival word was sent forth, and while we drank tea and the native milk, two little cakes imported from China and slabs of home-made cheese, the herdsmen went far and wide on their ponies, rounding up the scattered troops busy with the grass. Some five hundred ponies were corralled, stallions and mares and foals, but the large majority were geldings, that the forger in China makes such a business of racing. These of the party who had come to buy were soon hard at work striving to catch the points in shaggy, poor conditioned beasts—the best of them had recently marched 600 miles over drought-afflicted country—and to imagine what they would look like when filled with good corn and ready to run for their lives. It is here worth saying that the Mongolian pony never eats anything but grass, and that on this meagre diet he is trained to race anything up to thirty miles, and readily carries a rider fifty miles every day for a week. Only when he comes down to China does he ever taste hard feed.

SPORT.

INTERPORT POLO.

THE SOCIAL SIDE OF THE FUNCTION.

Now that the Shanghai Interport Polo players are here and will be here for the next ten days or so, one may expect some slight stirrings in Hongkong Society regarding the entertaining of our visitors. Since their arrival on Monday by the *Empress of Russia* the team had a preliminary game on Tuesday, but since then they have been taking things easy. There is to be a practice this afternoon and at the conclusion of the trial, the members of the Shanghai team are to dine with His Excellency the Governor (Sir Reginald Stubbs, K.C.M.G.). Amongst those who have been invited to the dinner to meet the Shanghai Interport Polo players are H.E. the General Officer Commanding (Major-General Sir John Fowler, K.C.M.G.), C.B.E., D.S.O., and Lady Fowler, the Chief Justice (Sir William Rous-Davies) and Lady Rous-Davies, Comptroller H.E. (Mrs. Grace), the Colonial Secretary (the Hon. Mr. A. G. M. Fletcher, C.M.G.) and Mrs. Fletcher, Sir John H. Oakley, the eminent London surveyor, who arrived in the Colony on Monday by the *Empress of Russia*, in connection with the valuation of military lands in Hongkong, will also be present at the dinner. Major and Mrs. York-Irvine, who are accompanying the Shanghai players, have also been invited.

Then on the Saturday night at the conclusion of the Interport match, the team is being entertained at Headquarters House by Major-General Sir John Fowler and Lady Fowler.

Another interesting social function will be that arranged by the Hongkong Polo Club for Wednesday evening next. On that evening the Shanghai players are to be the guests of the Hongkong players at the Polo Club where dinner is to be served. At this dinner a number of the leading residents of the Colony will attend. The entertainment is not to be confined to a sumptuous repast; there is to be some frolic on the green afterwards and people passing by the Polo Ground at about 8 p.m. will probably see a weird performance of a game of polo being played in the dark. For this purpose a luminous ball is going to be used whilst the teams will present a strange contrast, one team dressed in white and mounted on grey ponies will be arrayed against a team dressed in black and riding dark mounts. Portions of the ground are to be illuminated for the occasion.

As to the teams we are informed that they will line up in the following order for the interport match which is to be played on Saturday afternoon next:—

Shanghai.	Hongkong.
(1) Irving	Bartholomew
(2) Newbigging	Dent
(3) Hickling	Boyd
(4) McMichael	Neville

In the trial run on Tuesday the outstanding feature of the game was McMichael's play. He was well mounted and came up the field in fine style, but what struck the onlooker most was his tremendous hitting. Mr. Hickling also showed very neat stick work and he was well mounted. Of the other Shanghai players their ponies appeared to be a little out of hand and it was obvious that they had not settled down to the new conditions of the much smaller ground in comparison to the larger one at Shanghai.

The Hongkong players have met with a slight misfortune in that Mr. Boyd's very useful pony "Harry Jane" has gone slightly lame and will not be available for the match. This further reduction of the Hongkong stable involves a rearrangement of the Hongkong mounts. The home men have not been able to get in a great deal of practice lately as a team. Bartholomew has been ill and has only returned to the Colony during the last few days. He, by the way, is quite a good player and has improved very much since last year's interport matches. Mr. Boyd and Capt. Neville are both sound players and they should give a good account of themselves. Dent, should he strike his top form, should also do well.

The match will be in charge of Major-General Sir John Fowler, and is fixed to commence at 4.45 p.m. The Club are making arrangements for a big crowd of spectators and special stands are being erected on the pavilion side of the polo ground. The seating accommodation in the Club itself is being reserved for members and their lady friends owing to the great demand for seats.

GOLF.

BOGEY POOL COMPETITION AT FANTLING.

The Bogey Pool competition, played at Fantling on September 22nd, 23rd and 24th was won by H. Scott, 1 down.

FOURTH GYMKHANA.

THE ENTRIES.

The Fourth Gymkhana has been made a two days' meeting owing to Monday, 28th October, being a holiday. The first day of the meeting is Saturday, October 27th, following are the entries for the meeting:—

FIRST DAY—OCTOBER 27th.

1ST RACE—WOKINGHAM STAKES—3 FURLONGS.

Birkett & Raymond, Sharpshooter. Arpaue, Bluebottle (late Water Lily). Arpaue, Yellow Hammer (late Shybird). Albert & Arnold, Ding Dong. Potts & Croucher, Typhoon King (late Bulldog Drummond). Potts & Croucher, Fire King (late Palm Leaf). (late Gallowgate). Capt. G. E. Oxspring, Malvern. S. C. Clayton, Discard. A. H. Carroll, Fern Leaf (late Silver-plana). Peta, The Gambler (late Slander). Mr. Bill, Gold Bill (late Australcard). Alvanton, Arlington. Dowbiggin, Chessman. Mr. Mac, Finvoy.

2ND AND 3RD RACES—READING HANDICAP—A AND B CLASSES—1 MILE.

Birkett & Raymond, Sharpshooter. Arpaue, Bluebottle (late Water Lily). Arpaue, Yellow Hammer (late Shybird). Ferdinand, Pawnshop. Ferdinand, Pawnshop. S. A. Lopez, Ping Pong (late Roman Warrior). (late Waterloo). A. A. Alves, Silver. C. C. Boyd, Strathfarrar. Sir Paul, Diadem Dahlia. Ridge, Arizona. Sassoon & Arnold, Roman Pride. Sassoon & Arnold, Roman Sparrow. Mr. Bill, Gold Bill (late Australcard). Mr. Bill, Silver Bill (late Australboy). Seth, In Spite Of. Seth, Knocked Leg. Nemaue, Nataran. Harriman, Maine. Albert & Arnold, Dandy Kid. Albert & Arnold, Ding Dong. Albert & Arnold, Satisfaction Dahlia. Dr. F. H. Kew, Wombat. Capt. G. E. Oxspring, Lightning. S. C. Clayton, Discard. A. H. Carroll, Fern Leaf (late Silver-plana). A. H. Carroll, Clover Leaf (late Ruper Bill). Roda, Dapper Dan (late Yanish). de Jong, Tromp (late Dempsey). de Jong, Drake (late Henry VIII.). Harriman, West River.

3RD RACE—GYMKHANA STAKES—1 MILE.

Dr. F. H. Kew, Wombat. Dr. F. H. Kew, Bandicoot (late Avermore). Potts & Croucher, Petrol King. A. A. Alves, Starland (late Royal Crusader). A. A. Alves, Jadestone. John Peel, Yellow River. C. C. Boyd, Strathfarrar. Sir Paul, Orient Dahlia. Sir Paul, Diadem Dahlia. H. Humphreys, Country Mouse (late Stonycroft). A. H. Carroll, Fern Leaf (late Silver-plana). A. H. Carroll, Clover Leaf (late Ruper Bill). Ridge, Arizona. Sassoon & Arnold, Roman Pride. Mr. Bill, Gold Bill (late Australcard). Mr. Bill, Silver Bill (late Australboy). de Jong, Drake (late Henry VIII.). Harriman, Maine.

4TH RACE—BEEF STAKES—5 FURLONGS.

Birkett & Raymond, Sharpshooter. Albert & Arnold, Dandy Kid. Albert & Arnold, Ding Dong. Potts & Croucher, Fire King (late Palm Leaf). (late Gallowgate). Capt. G. E. Oxspring, Hope Dahlia. J. Bartholomew, Roman Law. A. R. Ester, Whistling Rufus. Sassoon & Arnold, Roman Woodcock. W. T. Stanton, Apache Scout. Alvanton, Arlington.

5TH RACE—THEATRE PLATE—1 MILE.

Mr. Blank, Deluge. Birkett & Raymond, Sharpshooter. Birkett & Raymond, Chestnut. Dr. F. H. Kew, Mopoke. A. A. Alves, Silver. Capt. G. E. Oxspring, Malvern. Peta, Imbros. Dowbiggin, Chessman. Mr. Mac, Finvoy.

7TH RACE—BEECHAMPTON HANDICAP—1 MILE.

Albert & Arnold, Satisfaction Dahlia. Dr. F. H. Kew, Kukaburra (late Mosie Tile). Potts & Croucher, Petrol King. Ferdinand, Pawnshop. John Peel, Yellow River. Sir Paul, Orient Dahlia. Sir Paul, Diadem Dahlia. H. Humphreys, Country Mouse (late Stonycroft). A. H. Carroll, Clover Leaf (late Ruper Bill). A. H. Carroll, Ivy Leaf (late White Star Dahlia). Ridge, Arizona. Roda, Dapper Dan (late Yanish). Sassoon & Arnold, Roman Pride. Sassoon & Arnold, Roman Woodcock. Mr. Bill, Gold Bill (late Australcard). Mr. Bill, Silver Bill (late Australboy). de Jong, Drake (late Henry VIII.). Harriman, Maine. W. T. Stanton, Navajo Scout.

SECOND DAY—OCTOBER 28th.

1ST RACE—ANDOVER HURDLE, ABOUT 9 FURLONGS.

G. A. Harriman, West River. Nemaue, Nataran. Mr. Mac, Finvoy. Alvanton, Arlington. W. T. Stanton, Apache Scout. A. H. Carroll, Fern Leaf (late Silver-plana). C. C. Boyd, Strathfarrar. A. A. Alves, Starland (late Royal Crusader). Potts & Croucher, Typhoon King (late Bulldog Drummond). Albert & Arnold, Dandy Kid.

2ND RACE—DEMONDE PLATE—1 MILE.

G. A. Harriman, Maine. Seth, In Spite Of. de Jong, Drake (late Henry VIII.). Mr. Bill, Gold Bill (late Australcard). Sassoon & Arnold, Roman Woodcock. Ridge, Arizona. Peta, The Gambler (late Slander). A. H. Carroll, Clover Leaf (late Ruper Bill). A. H. Carroll, Ivy Leaf (late White Star Dahlia). Ferdinand, Pawnshop. Birkett & Raymond, Sharpshooter. Dr. F. H. Kew, Wombat. Dr. F. H. Kew, Kukaburra (late Mosie Tile). Albert & Arnold, Ding Dong. Albert & Arnold, Satisfaction Dahlia. Arpaue, Bluebottle (late Water Lily).

3RD RACE—LETCOMBE STAKES—5 FURLONGS.

Mr. Mac, Finvoy. Dowbiggin, Chessman. Mr. Bill, Gold Bill (late Australcard). Mr. Bill, Silver Bill (late Australboy). Peta, Imbros. Capt. G. E. Oxspring, Malvern. A. A. Alves, Silver. Birkett & Raymond, Sharpshooter. Birkett & Raymond, Chestnut. Dr. F. H. Kew, Mopoke. Arpaue, Yellow Hammer (late Shybird).

4TH RACE—AUTUMN HANDICAP—1 MILE.

de Jong, Drake (late Henry VIII.). Sassoon & Arnold, Roman Pride. Roda, Dapper Dan (late Yanish). Ridge, Arizona. Peta, Imbros. Peta, The Gambler (late Slander). A. H. Carroll, Ivy Leaf (late White Star Dahlia). A. H. Carroll, Clover Leaf (late Ruper Bill). H. Humphreys, Country Mouse (late Stonycroft). Sir Paul, Orient Dahlia. Sir Paul, Diadem Dahlia. John Peel, Yellow River. A. A. Alves, Starland (late Royal Crusader).

A. A. Alves, Jadestone. Potts & Croucher, Petrol King. Dr. F. H. Kew, Mopoke. Dr. F. H. Kew, Bandicoot (late Avermore). Dr. F. H. Kew, Kukaburra (late Mosie Tile). Albert & Arnold, Satisfaction Dahlia.

5TH RACE—PADDOCK PLATE—1 MILE.

G. A. Harriman, West River. Seth, Knocked Leg. de Jong, Tromp (late Dempsey). Sassoon & Arnold, Roman Pride. Sassoon & Arnold, Roman Sparrow. A. H. Carroll, Fern Leaf (late Silver-plana). H. Humphreys, Country Mouse (late Stonycroft). S. A. Lopez, Ping Pong (late Waterloo). (late Roman Warrior). Sir Paul, Orient Dahlia. Sir Paul, Diadem Dahlia. C. C. Boyd, Strathfarrar. Capt. G. E. Oxspring, Lightning. A. A. Alves, Silver. Dr. F. H. Kew, Wombat. Albert & Arnold, Dandy Kid.

6TH RACE—MANTON PLATE—1 MILE.

Mr. Bill, Gold Bill (late Australcard). Mr. Bill, Silver Bill (late Australboy). Sassoon & Arnold, Roman Woodcock. Sassoon & Arnold, Roman Pride. A. H. Carroll, Ivy Leaf (late White Star Dahlia). H. Humphreys, Country Mouse (late Stonycroft). John Peel, Yellow River. Capt. G. E. Oxspring, Hope Dahlia. Ferdinand, Pawnshop. Birkett & Raymond, Sharpshooter. Birkett & Raymond, Chestnut. Dr. F. H. Kew, Wombat. Dr. F. H. Kew, Kukaburra (late Mosie Tile). Albert & Arnold, Ding Dong. Albert & Arnold, Satisfaction Dahlia. Arpaue, Bluebottle (late Water Lily).

7TH RACE—MODERATE PLATE—1 MILE.

G. A. Harriman, Maine. G. A. Harriman, West River. Seth, In Spite Of. Seth, Knocked Leg. de Jong, Drake (late Henry VIII.). de Jong, Tromp (late Dempsey). Mr. Mac, Finvoy. Dowbiggin, Chessman. Alvanton, Arlington. Mr. Bill, Gold Bill (late Australcard). Mr. Bill, Silver Bill (late Australboy). Sassoon & Arnold, Roman Pride. Sassoon & Arnold, Roman Sparrow. Sassoon & Arnold, Roman Woodcock. Roda, Dapper Dan (late Yanish). Ridge, Arizona. A. H. Carroll, Clover Leaf (late Ruper Bill).

A. H. Carroll, Fern Leaf (late Silver-plana). A. R. Ester, Whistling Rufus. S. C. Clayton, Discard. Blank, Deluge. Sir Paul, Orient Dahlia. Sir Paul, Diadem Dahlia. C. C. Boyd, Strathfarrar. John Peel, Yellow River. Capt. G. E. Oxspring, Lightning. Ferdinand, Pawnshop. A. A. Alves, Jade Stone. Potts & Croucher, Petrol King. (Continued at foot of next column.)

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC FESTIVAL COMMENCES.

The annual aquatic festival of the Victoria Recreation Club commenced yesterday evening. The Club was decorated for the events with flags and bunting, and the dancing floor, which has recently been re-polished is in excellent trim for the dancing on Saturday. There were only two events yesterday evening, the half mile championship of the Colony, open to all comers, and the half mile championship of the Colony confined to Chinese. Both events aroused a good deal of interest, and a very large crowd comprised principally of Chinese, gathered on the Praya outside of Messrs. Butterfield and Swire's offices to watch, in addition to the attendance at the Club itself. The races were held outside of the bath, in the harbour, the course being laid from the V.R.C. boat steps to the Praya wall. The open championship was won by Mr. A. E. May in 13 mins. 17 2/3 secs., whilst the Chinese event was won by Leung Sui Man in 15 mins. 32 2/3 secs., a difference of nearly two minutes. The Chinese made the mistake of starting off in a wild dash, instead of conserving their energies for the last lap. May swam very well indeed, and deserved to win. One Japanese entered for the open event, Y. Kusano, but he dropped out after having completed two of the eleven lengths. The next man to give up was Emur, Wood. There were seven entries for this race, and seven for the Chinese. The entrants for the open championship were A. E. May, Emur, Wood, Gr. McDade, Y. Kusano, G. R. Jack, E. W. Raiton, and D. Razavet. The results were:—

Half mile championship of the Colony open to all comers: 1st, A. E. May, 13 mins. 17 2/3 secs.; 2nd, G. R. Jack, 13 mins. 39 secs.; 3rd, Gr. McDade.

Half mile championship of the Colony confined to Chinese: 1st, Leung Sui Man, 15 mins. 32 2/3 secs.; 2nd, Yeung Ping Kwai, 15 mins. 37 secs.; 3rd, Leung Tin Sang.

To-day's programme, commencing at four o'clock, will include the 100 yards championship of the Colony open to all comers, and the boys' high dive, as well as a number of other interesting events. The festival will continue to-morrow and Saturday.

THE KOWLOON HOTEL.

OPENED WITHOUT THE NECESSARY PERMIT.

At the Magistracy yesterday morning, the Public Works Department prosecuted the proprietor of the Kowloon Hotel for allowing the hotel to be used as a domestic tenement and a hotel without previously receiving an occupation permit from the Public Works Department. The case was heard before Mr. C. D. Melbourne and the person appearing in answer to the summons was Lai Tin Wah, manager of the Tung Wah contractors, and described as owners of the hotel.

The defendant, when asked to plead, said that he had applied for a permit in July and had been told by his architect, Mr. J. Auer Clark, that the place could be used, as verbal permission had been given by the authorities. Since the summons had been taken out he had again seen the architect who told him that a few small alterations were necessary.

Mr. R. S. Vergette, overseer of the Public Works Department, denied that verbal permission had been given. He described the case as "rather serious" on account of the high rateable value of the property, and added that he was instructed to ask for the maximum penalty of \$200 which was only a very small percentage of the monthly rates. If defendant had applied, said Mr. Vergette, his application would have been sent to the Treasury for assessment and the permit would have been issued. At present certain fire precautions were necessary, minor work principally, but very necessary.

His Worship, at this stage, remarked that Hongkong architects seemed to be very busy at present, to which Mr. Vergette replied "Yes, so are we."

Mr. Vergette applied for an order that the work as required by the Building Authority be completed in a reasonable time, say one month.

His Worship told the defendant it was a very serious offence and that the Public Works Department could make an application for all the tenants to be moved out. He had no excuse, and would be fined \$100, the work to be completed within a month.

STABBING AFFRAY.

An affray between two Chinese in Hollywood Road on Tuesday night resulted in one man being taken to hospital with knife wounds, and the arrest of another as he was boarding the Canton steamer that same night. The arrested man was alleged to be the assailant.

Potts & Croucher, Typhoon King (late Bulldog Drummond). Potts & Croucher, Fire King (late Palm Leaf). (late Gallowgate). Birkett & Raymond, Sharpshooter. Birkett & Raymond, Chestnut. Dr. F. H. Kew, Mopoke. Dr. F. H. Kew, Bandicoot (late Avermore). Albert & Arnold, Dandy Kid. Arpaue, Bluebottle (late Water Lily). Arpaue, Yellow Hammer (late Shybird).

FOOTBALL.

EQUIPMENT.

'SOCCER' & 'RUGGER'.

SOLE AGENTS

FOR
A. G. SPALDING & Co.'s

ATHLETIC
GEAR.

SPECIAL TERMS

TO
SERVICE TEAMS,
SCHOOLS,
& CLUBS.



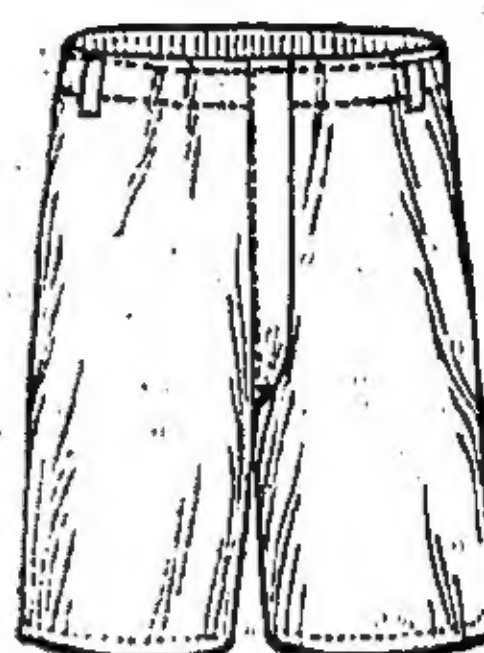
FAMOUS 'MCGREGOR' BOOTS & BALLS

WRITE OR CALL

FOR
FREE LIST
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SPORTS GOODS.

STOCKINGS

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SHINGUARDS
—
JERSEYS

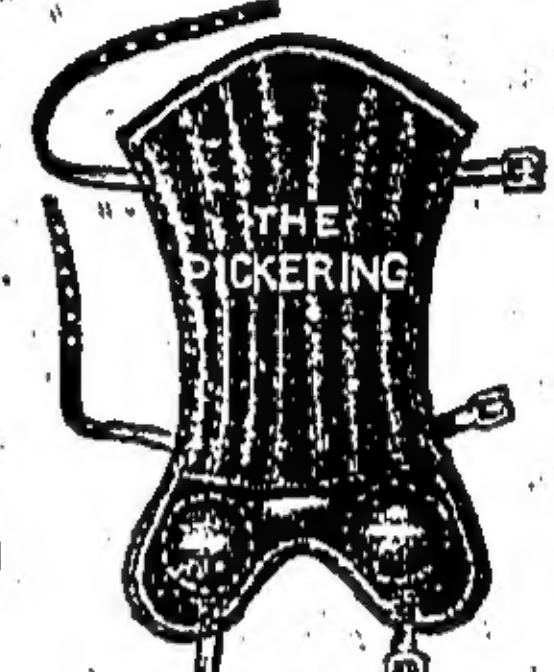


'BUKTA'

CLOTHING

THE BEST FOR THIS CLIMATE.

LANE, CRAWFORD,
LIMITED.



No. 1 EXTRA FINE OLD BRANDY.

THE "SHARK" BRANDY.

Per bottle, including duty	\$ 2.00
" 1/2 "	1.25
" case "	24.00

Bottled by Boutillier, Delauriere & Co.

LANE, CRAWFORD, LTD.

CLEARING SALE OF HAWAIIAN RECORDS.

\$1 EACH.

1812—Hilo March. Kohala March.	2243—Everybody Hula Lei No Kahu'asi
2673—Hawaiian Recreates. Kawailoa Waltz	2314—Pan Carnation. Palakiko Blues.
2614—Maria, Mari. Faisala.	2033—Mamae Koh. That Ukulele Band.
2574—Arabian Dreams. Somewhere in Hawaii.	2077—Medley of Hulas. Wain Lullaby.
2600—O Solo Mio. My Hawaii	2200—Medley Hava Melodies. Kai Kahio Medley.

ANDERSON'S.

Powell Ltd.

JUST ARRIVED.

AFTERNOON FROCKS

★

CHILPRUFE

UNDERCLOTHING

AND

FROCK SUITS

FOR

CHILDREN.

NEW ADVERTISEMENTS

S.S. "LOONGSANG."

THE undersigned, from whom particulars can be obtained, invite OFFERS FOR THE PURCHASE OF THE WRECK OF the above vessel, as she now lies in Hongkong Harbour. The Wreck to be removed by purchaser in accordance with Conditions to be obtained from the Harbour Master.

GILMAN & CO. LTD.
(Agents, THE SALVAGE ASSOCIATION, London).
JARDINE, MATHESON & CO. LTD.
(Agents, THE INFO-CHINA S.N. CO. LTD.)

S.S. "ANGERS"

SERVICES CONTRACTUELS DES
MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from MARSEILLE, LBS. etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 2nd October, 1923, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 7th October, 1923, or they will not be recognized.

All damaged packages will be examined on Tuesday, the 2nd October, 1923, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 26th September, 1923. [1353]

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, PORT
SAID AND STRAITS.

THE Motor Vessel

"GLENOCLE"

Having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st October, 1923, at Noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 1st Oct., 1923, at 10 a.m. Claims against the Steamer including those for cargo claims delivered must be presented on the spot within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 2nd October, 1923, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 7th October, 1923, or they will not be recognized.

All damaged packages will be examined on Monday, the 2nd October, 1923, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 24th September, 1923. [1348]

S. "CAPITAINE FAURE"

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE

CONSIGNEES of Cargo from DUNKIRK, ANTWERP, MIDDLESBROUGH, etc., in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 1st October, 1923, at Noon, will be subject to rent and landing charges.

All claims must be sent to me on or before the 7th October, 1923, or they will not be recognized.

All damaged packages will be examined on Monday, the 2nd October, 1923, at 10 a.m., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

R. RODENFUSER,
Acting Agent.

Hongkong, 25th Sept., 1923. [1340]

TO LET.

OFFICES IN UNION BUILDING—One
Room on Fifth Floor.

Apply

UNION INSURANCE SOCIETY
OF CANTON, LTD.

VISITORS TO CANTON

Should Purchase

BY THE PEARL RIVER

BY

CAPTAIN C. V. LLOYD

With Illustrations, Maps and Flags.

PRICE... \$1.75.

On Sale at

Hongkong: "Daily Press" Office.
Messrs. KELLY & WALSH, LTD.

Canton: Messrs. BRYAN & Co.
Messrs. A. S. WATSON & Co.

INTIMATIONS

NOTICE OF REMOVAL.

THE Offices of the "HONGKONG DAILY PRESS" have been removed to 1A CHATER ROAD (4th floor), to which Address all Correspondence should be directed.
Hongkong, 18th July, 1923.

JAPANESE EARTHQUAKE DISASTER.

HONGKONG RELIEF FUND.

NOTICE.

SUBSCRIPTIONS—LISTS for the above Fund are open at the following places—
HONGKONG GENERAL CHAMBER OF COMMERCE.

HONGKONG & SHANGHAI BANKING CORPORATION.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

MERCANTILE BANK OF INDIA.

INTERNATIONAL BANKING CORPORATION.

NETHERLANDS TRADING SOCIETY.

YONGKAI SPECIFIC BANK.

HONGKONG CLUB.

Cheques should be made out to the Order of the Japanese Earthquake Disaster Hongkong Relief Fund.

By Order,

D. K. BLAIR,
Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 10th September, 1923. [1297]

THE HONGKONG AND WHAMPOA DOCK CO., LTD.

NOTICE IS HEREBY GIVEN That the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to 31st OCTOBER, 1923 (both days inclusive).

Warrants for the Interim Dividend can be obtained at the Office of the Company, 2, QUEEN'S BUILDINGS, Hongkong, on and after the 5th prox.

By Order of the Board,

E. COOK,
Acting Chief Manager.

Hongkong, 17th September, 1923. [1317]

NOTICE.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SEVENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, LOWER ALBERT ROAD, Hongkong, on FRIDAY, 5th DAY OF OCTOBER, 1923, at Noon, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1923.

THE TRANSFER BOOKS of the Company will be CLOSED from 27th September to 31st October, 1923, both days inclusive.

By Order,

M. MANUK,
Secretary.

Hongkong, 19th September, 1923. [1327]

NOTICE.

DIRECCAO DOS SERVICOS DE FAZENDA (MACAO EXCHEQUER DEPARTMENT).

Several Firms with Head Offices in Europe and in America have asked for an extension of time to send in Tenders for the exclusive Rights of setting up and running Electric Power Machinery, a Wireless Station and Electric Conveyances, the following is hereby again announced:

The Macao Government will receive Tenders for the concession of the following exclusive privilege in the City of Macao:

(a) Setting up and running a Wireless Station, with sufficient power to guarantee communication with the Portuguese Colony of Timor.

(b) Setting up and running Electric Power Machinery for the Supply of Electric Power to the whole City and Harbour of Macao, also the Supply of Electric Light to private lands belonging to the Port of Macao.

(c) Setting up and running Electric Conveyances in the City and with Communication with neighbouring Chinese villages, when this right may be granted.

The Terms and Conditions may be seen in the Public Works Department, and in the Consulate General for Portugal in Shanghai, Hongkong and Canton, and Tenders will be received by the Chief of the Macao Exchequer, up to the 15th of NOVEMBER, 1923.

Macao Exchequer Department, 15th September, 1923. [1350]

The Macao Government will receive Tenders for the concession of the following exclusive privilege in the City of Macao:

(a) Setting up and running a Wireless Station, with sufficient power to guarantee communication with the Portuguese Colony of Timor.

(b) Setting up and running Electric Power Machinery for the Supply of Electric Power to the whole City and Harbour of Macao, also the Supply of Electric Light to private lands belonging to the Port of Macao.

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INTIMATIONS

DOUGLAS STEAMSHIP CO., LTD.

THE ORDINARY GENERAL MEETING of the above Company will be held at the Company's Office, 20, DES VAREUX ROAD CENTRAL, on TUESDAY, the 2nd of OCTOBER, 1923, at 11 A.M.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd of September, to 2nd of October, both days inclusive.

DOUGLAS, LARRAIK & CO.,
General Managers.

Hongkong, 13th September, 1923. [1311]

THE HONGKONG JOCKEY CLUB.

THE FOURTH GYMKHANA MEETING will be held (weather permitting) at HAPPY VALLEY on SATURDAY, 6th, and MONDAY, 8th OCTOBER, 1923, commencing 3.15 P.M. each day.

The Charge for Admission to the Public Enclosure will be \$1. Soldiers and Sailors in uniform Half Price.

Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 2 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINDSAY & DAVIS at \$5 each up to FRIDAY, OCTOBER 5th.

The Stewards invite the Ladies of Hongkong to be present.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 1st day of October, 1923, at 3 p.m., at the Office of the Public Works Department, by Order of His Excellency the GOVERNOR, of two Lots of CROWN LAND near Kowloon City in the Colony of Hongkong, for a term of 75 years, commencing from the 1st July, 1895, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for a further term of 24 years, less three days.

By Order of the Board,

E. COOK,
Acting Chief Manager.

Hongkong, 17th September, 1923. [1317]

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The Terms and Conditions may be seen in the Public Works Department, and in the Consulate General for Portugal in Shanghai, Hongkong and Canton, and Tenders will be received by the Chief of the Macao Exchequer, up to the 15th of NOVEMBER, 1923.

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INTIMATION

IDEAL BEVERAGES

Its deyness and aroma are features which give this drink the popularity it deserves.

"PYERIS"

SPARKLING MINERAL TABLE WATER

Healthful and Refreshing.

Blends excellently with Whisky.

WATSON'S STONE GINGER BEER

Prepared by a process of partial fermentation which gives it the distinctive flavour which is so pleasing to the palate.

"FORMAZONE"

Possesses the characteristic stimulating and refreshing qualities of Champagne: it has a delicious flavour.

Phone 436.

Phone 436.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.

BIRTH.

YATES.—At 173, The Peak, on September 25th, to Mr. and Mrs. LEONARD YATES, a daughter.

Hongkong Office: 1A, Chater Road.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 27, 1923.

SOLVING THE RUSSIAN REFUGEE PROBLEM.

In the Monthly Summary of the proceedings of the League of Nations, published last month, occurs the following paragraph: "Regarding the legal protection and material aid of 22,000 Russian refugees who had fled from Vladivostok to China, Korea and Japan, the High Commissioner has entered into relations with the representatives of the Japanese and Chinese Governments. Both Governments have emphasised that, while everything possible was being done by official and private bodies to improve the situation of these people, their presence in their territories presented difficulties which required outside help in order to reach a satisfactory solution." There is no indication that any help is immediately forthcoming from the League of Nations, though the fact that it has established a High Commissioner for Russian refugees is in itself evidence that means of solving the problem which the presence of these 22,000 Russian refugees in China, Korea and Japan creates are under consideration. If this were the only Refugee Problem with which the League of Nations is concerned itself, a ready solution would not doubt be found, but the refugees in the Far East, unhappily, form but a small part of the general problem. For some time past the League Commissioner for Russian refugees has been specially interested in itself, in co-operation with the American Relief Administration and the American Red Cross, in the matter of evacuating many thousands of Russian refugees from Constantinople and getting them settled in other parts of the world, notably in the United States and Canada; also in the question of the Russian refugee children, 140,000 of whom are spread over Europe, the majority of them being

practically destitute. At the same time the League is engaged on the solution of the much bigger problem of the million refugees who are in Greece. Bearing this in mind there is little prospect of "outside help" in order to reach a satisfactory solution of the Russian refugee problem in the Far East being forthcoming from the League of Nations in the form of money, though the services of the League organisation in arranging for the settlement of a very large number of these refugees must prove invaluable. If there are 22,000 Russian refugees in China, Korea and Japan, then Shanghai has at least a fourth of them. Before the war the Russian community in Shanghai did not number more than 200; from data supplied by the Bureau of Russian Affairs in Shanghai it was recently calculated that there were approximately 5,500 Russians in Shanghai, most of them living crowded together in the poorest and most densely populated districts of the city. Some ten days ago three more Russian ships arrived off Woosung having on board between 800 and 900 men who were formerly soldiers in the White Army, and since their flight from Vladivostok have been employed on irrigation and similar work in Korea. The Japanese authorities apparently intimated that they could no longer support them, and so these three ships carrying nearly 900 men have come down to Shanghai for a temporary stay. In the existing circumstances at Shanghai, the Chinese authorities refuse the people on these ships permission to land, but as the ships are in need of repairs before undertaking a longer voyage, it is probable that arrangements will have to be made for these five hundred refugees to land, though as it is said they are amply supplied with funds and provisions on the ships they should not add greatly to the burden already resting on the community. Life in Shanghai can hardly be considered by the vast majority of Russians there as congenial, and they would probably welcome opportunities to get to any other place—except their native land. Certainly the Municipal Fathers of Shanghai, and the Chinese authorities there also, would be glad to see the number of Russian refugees in Shanghai substantially reduced. With the object of providing funds to assist the emigration of the refugees to other parts a public lottery has been organised as a last resource. A very small percentage of the 22,000 Russian refugees in the Far East can possibly earn an honest living here, and if they will not return to Russia, the only spaces open to any large number of them are to be found in the United States, Canada and Australia, which, between them, will doubtless in time absorb them all, and thus solve what has for some time past been a very embarrassing problem not only in the Far East but in several States of Europe.

A French Catholic priest has recently died in Ceylon, at the age of 98, after having spent 71 years without a break in the island.

Offers for the purchase of the wreck of the s.s. "Loongsang," as she now lies in Hongkong harbour are invited by advertisement which is published to-day.

A Peking correspondent writing on the bandit problem says: We are told that if we insist upon travelling in the interior, we must inform the Military Authorities, who will provide the necessary escort. A lady missionary at Ichang wanted to visit some schools in the Tangyang district, and notified her Consul, who in turn informed the Foreign Affairs Bureau. The latter, doubtless after consultation with the Military, stated that a strong escort was impossible, as the troops were busy, while a weak escort was worse than useless, since the bandits might come in force and overwhelm them.

Divisional Inspector J. W. G. Caygill, of No. 7, Police Station, is going home for good on October 5th by the P. & O. liner, "Maatsu." Inspector Caygill joined the local Police Force in 1900 and has completed over 23 years' service. He came to the Colony in company with 40 other European recruits. Most of these have since retired, and after Inspector Caygill's departure there will be only three of the original "left here." They are: Det. Inspector Appleton, Div. Inspector Aris, and Div. Inspector Blackman. Inspector Caygill has not enjoyed the best of health recently and he has been in hospital for some time. His departure will be regretted by his colleagues but it is hoped that his return home will be the means of a complete restoration to health and strength.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

PASSIVE RESISTANCE IN RUHR TO END.

BERLIN, September 25th.

It is officially announced that the heads of the German States have unanimously agreed to end passive resistance, but at the same time to safeguard unity.

The Premiers of the States came to this conclusion owing to inner political and financial reasons, and decided that unity of the Reich must be maintained and defended against any attempt to destroy it. The Government of the Reich has circulated a telegram to the effect that in the event of internal disorders all the authorities and officials of the Reich must strictly obey the orders of the Government of the Reich. The President will in such an event issue the necessary emergency regulations.

WHAT THE STRUGGLE WAS COSTING GERMANY.

The crushing argument which convinced the State Premiers of the futility of continuing the Ruhr fight was the Chancellor's revelation that this would cost at least eight thousand milliard marks during the coming week, and this drain on the national finances had caused the collapse of the mark. The ultra-Nationalists were furious, but neither they nor the Communists were able to carry out a coup d'etat.

EUROPEAN SITUATION MORE HOPEFUL.

LONDON, September 25th.

The news of the German decision has been received with calm satisfaction in Paris, but there is no tendency towards premature jubilation, as proof of Germany's sincerity is required before the French military measures will be relaxed.

The decisions have been greeted with much satisfaction at Brussels, while official circles at Washington consider the European situation presents a more hopeful appearance.

LATEST CABLES.

DIVERSITY OF VIEWS IN LONDON.

LONDON, September 25th.

London, generally, is unmoved at the cessation of passive resistance, and is inclined to believe that the development does not affect the prospects of securing reparations.

The diversity of views regarding the cessation of resistance itself is illustrated by the *Daily Mail*, on the one hand, being of the opinion that the capitulation is an impressive vindication of Premier Poincaré's foresight and courage, while the *Daily Chronicle*, on the other hand, declares that the cessation of resistance signifies the culmination of the weakness of British policy, resulting in Great Britain being elbowed out of Europe.

EARLIER CABLES.

THE MINE DISASTER IN SCOTLAND.

SPLENDID WORK BY RESCUE BRIGADES.

LONDON, September 25th.

Rescue brigades rushed to Redding and began pumping the mine out, and rescuers succeeded in reaching the bottom of the shaft, but owing to blackdamp it was impossible to keep the lights burning. Nevertheless they persisted in their efforts to reach the victims, though there is little hope that any will survive. Crowds of grief-stricken relatives assembled at the pithead.

The disaster occurred at five in the morning. One survivor had a very lucky escape. He was swept off his feet by a current of water, but managed to reach the shaft. An old man whose son was in the pit telephoned to him from the company's office. The son replied that the water was rising fast, and had already reached his waist, and that several of his mates were drowned. Shortly afterwards the telephone was interrupted.

The deathroll at Redding is not so heavy as was feared. Twelve entombed men had a miraculous escape. Their cries were heard at noon from an old pithead, 25 fathoms deep, half a mile from Redding under a potato field. Rescue operations resulted in the twelve men being brought up alive, some unconscious.

The rescuers at Redding have brought up twenty-one men alive, and three dead bodies, leaving forty-one men entombed.

LATEST CABLES.

POIGNANT SEQUEL TO SUICIDE.

BRITON'S NEWS REGARDING EARTHQUAKE DISASTER.

A poignant sequel to the suicide of Mr. Inouye is the receipt of a delayed telegram from Tokyo addressed to Mr. Inouye, announcing that the first report was erroneous as his family are safe.

[A Reuter's cable message from London, dated September 15th, stated: "Advices from New York state that while Lower Broadway was crowded, Mr. Tokumasa Inouye, of Nutsui (Mitsui) and Company, leaped from the fifteenth floor of a skyscraper. He was instantly killed. Apparently, he was demented in consequence of the news that his wife and two children had perished in the earthquake."]

PROTECTION FOR U.S. WHEAT FARMERS.

REDUCED RAIL FREIGHTS AND INCREASED IMPORT DUTY.

WASHINGTON, September 25th.

Among the remedies under consideration by the Cabinet to assist wheat farmers, are the reduction of rail freight on export wheat and an increase in the present tariff on imported wheat.

Neither plan will require action by Congress.

BELGIAN HEIR APPARENT IN SWEDEN.

BRUSSELS, September 25th.

Prince Leopold has landed at South Beikstadt, Sweden.

BECKETT TO RETIRE FROM PRIZE RING.

LONDON, September 25th.

Beckett has announced that he will retire from the prize ring after his fight with Carpenter at Olympia on October 1st.

EARLIER CABLES.

THE JANINA MURDERS.

GREEK AUTHORITIES GUILTY "TO A CERTAIN DEGREE."

PARIS, September 25th.

The Ambassadors' Conference has considered the Inter-Allied Commission's report on the Janina massacre. It is semi-officially stated that the Commission has reported the Greek authorities were guilty to a certain degree owing to negligence before and after the crime. The Italian Ambassador at the conference, supported by M. Jules Cambon, demanded payment of fifty million lire before evacuation of Corfu on September 27th. Lord Crewe preferred to await the result of a more complete enquiry. The conference adjourned until tomorrow, to enable Lord Crewe to obtain instructions from London.

LEAGUE OF NATIONS' DEBATE.

INTERPRETATION OF ARTICLE TEN.

GENEVA, September 25th.

There is much surprise and considerable comment among delegates to the League Assembly, caused by the manner of the winding up of the debate on a Canadian resolution interpretative of Article Ten of the Covenant, proposing that when the Council recommends military measures in order to preserve the territorial integrity of members against aggression it shall take special account of the geographical and other conditions of each State, and each member shall be allowed to judge of the extent to which employment of his military forces shall be involved. The vote resulted in 29 countries favouring the proposal and one, namely Persia, being opposed. Thirteen abstained. This President thereupon declared the resolution neither adopted nor rejected, but should be referred to the Council.

COMMUNISTS IN BULGARIA SUSTAIN HEAVY LOSSES.

SOVIA, September 25th.

It is announced that parties of Communists, numbering from forty to four hundred, attempted on September 22nd to cause trouble in various localities, and proclaim a Soviet Republic, but the troops everywhere remained masters of the situation. The Communists had heavy losses, while the casualties to the troops were light.

PROTECTION OF BRITISH INDUSTRIES.

DECLINE IN SILK MANUFACTURES.

LONDON, September 25th.

The growing demand of certain industries in Britain for protection against cheap foreign competition is exemplified in the evidence of Mr. Farrell, representing the silk industry, to-day, before the Board of Trade committee enquiring into the causes of unemployment in the silk industry.

Mr. Farrell attributed the decline in the silk industry in Britain to the removal in 1860 of the duty on foreign silk goods. He instanced the United States, which was rapidly building up behind its tariff wall a silk industry which now consumed over eighty per cent. of the whole production of raw silk. The British silk industry was at present supplying only twenty per cent. of the silk goods consumed in Britain, and half the silk-workers were unemployed. He asked for the imposition of a 33 1/3 per cent. ad valorem duty on spun silk yarn and manufactured silks, a 15 per cent. duty on thrown silk, and a ten per cent. one on waste silk drafts, while raw silk, waste silk, and artificial silk yarn should be imported free.

CONDITIONS IN INDIAN COTTON MILLS.

NEED FOR IMPROVEMENT.

SOLLA, September 25th.

A report is published by the expert, Mr. Maloney, who officially investigated the atmospheric conditions in the cotton mills with a view to effecting an amelioration without serious detriment to the industry. The report points out that the physique of the average operative is "much lower than that of other workers of similar caste, and the wage-earning capacity of other trades. Mr. Maloney suggests a reduction of temperature by more effective ventilation, roof spraying, prohibition of the use of idle steam, and increased velocity of the air of the weaving department.

GORDON BENNETT BALLOON RACE.

BELGIAN CREW PROBABLY WINNERS.

BRUSSELS, September 25th.

The Swiss balloon *Helvetia* landed on the Scheldt frontier, the French *Picardie* at Osnabruck, and the Belgian *Belgica* at Cerebro, in Sweden.

BRUSSELS, September 25th.

Belgium is assured of being the winner of the Gordon Bennett Balloon Cup, by the feat of the aeronaut De Muyter, who landed in Sweden, covering eleven hundred and fifty kilometres. There is no news of the Belgian balloon *Prince Leopold*. The pilot of the British balloon *Bambee* the Third encountered a raging snowstorm at 6,300 feet.

HOME CRICKET AVERAGES.

LONDON, September 25th.

The final averages of the cricket season are—

BATTING.

Henderson, 3,010 runs, average 77.17.
Mead, 2,631, average 59.18.
Challenor (West Indies), 1,536; 51.50.
Mackenzie, 2,310; 49.14.
Hearne, 1,519; 47.36.
L. G. Crawley, 801; 43.01.
Halloway, 1,438; 43.57.
J. L. Bryan, 940; 42.72.
Sandham, 1,891; 41.17.
Satchell, 2,281; 41.11.
Woolley, 2,691; 41.00.
Holmes is sixteenth, with 2,087; 37.91.

BOWLING.

Rhodes 131 wickets, average 11.54.
Roy Kilner, 158; 12.91.
Macauley, 168; 13.63.
Tate, 219; 13.97.
Matthews, 115; 13.30.
J. C. White, 148; 15.50.
R. Tyldesley, 140; 15.52.
Francis (West Indies), 82; 15.58.
Robinson, 90; 15.01.
Horsley, 91; 16.17.
Bestwick, 91; 16.79.
Bettington, 61; 16.55.

THE INTERNATIONAL HORSE RACE.

LONDON, September 25th.

It is now practically arranged that Donoghue will ride Papyrus in America.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

STRIKEN EARTHQUAKE AREAS.

FLOODS AND STORMS.

Tokyo, September 25th.

The stricken areas of Tokyo and Yokohama were again storm-beaten last night, especially the low lying districts, of the capital, these being flooded and causing great distress to the refugees in temporary shelters.

THE WORK OF RECONSTRUCTION AT TOKYO.

The Cabinet is drawing up plans and arranging the personnel for reconstruction of the capital. An executive board, under the sub-presidency of Baron Goto, which will carry out the recommendation of the Reconstruction Commission will take over the practical work of re-planning and rebuilding the capital.

Tokyo, September 25th.

An Imperial ordinance announces the immediate appropriation of a hundred million yen to relieve the homeless sufferers in the earthquake disaster. The Privy Council has decided that three hundred million yen be spent in the purchase of supplies abroad.

THE INSURANCE PROBLEM.

OSAKA, September 25th.

The Directors of Fire Insurance Companies in this district, who have hitherto adopted a firm attitude on the insurance question and who decided the proposals of the conference at Tokyo, have at last accepted an invitation to discuss the payment of claims with Government representatives.

FURTHER BRITISH VICTIMS.

KOBE, September 25th.

The fourth official list of British victims killed in the earthquake gives the names of Mrs. Jessie Gray and Miss Katie Gibbs (Sister Joseph of Tokyo).

The following, previously reported missing, are now regarded as killed:—Mr. Henry Clare, Mr. R. E. Gill, Mr. John Walker and Mr. U. G. J. Walker.

CINEMA FILM BEING RUSHED TO NEW YORK.

New York, September 25th.

Cinema concerns are engaging in an effort to be here first with the Japanese earthquake films. It is understood that one flyer has started from Seattle and another from San Francisco. The former is reported to have reached the Great Falls, Montana, where he transhipped his cargo to a flyer who undertook to deliver it at Chicago today.

ITALIAN GOVERNMENT'S VOTE TO RED CROSS.

ROME, September 25th.

The Government has allocated a million lire to the Italian Red Cross Society for the purpose of Japanese relief.

THE LOSS OF THE "MYLIE."

COURT URGES REFORMS.

SHANGHAI, September 25th.

The Naval enquiry into the loss of the steamer *Mylie* during the recent typhoon found that the steamer was overladen above the summer loadline, rendering her unworthy during the typhoon season.

The Court drew the attention of the Board of Trade to the advisability of reducing the maximum loadline for vessels employed on the China Coast during the typhoon season to the winter mark, especially in consideration of the vast open estuary of the Yangtze, where the water is semi-fresh and less buoyant than sea water.

The Court also urged the compulsory installing of wireless on sea going British ships registered at Shanghai, similarly as in the case of the United Kingdom.

[FROM THE "DAILY BULLETIN."]

PRESIDENTIAL ELECTION CAMPAIGN IN CHINA.

PEKING, September 25th.

The members of the Chihli faction assert that the election plans are progressing rapidly. They state that the preliminary meeting will be held on September 30th, and that the election will be held before October 3th.

BANDIT SUPPRESSION.

PEKING, September 25th.

The Anhui Tuli has wired that the bandits under Hsiao Chu Tzu, who came from Honan, have been completely suppressed by the combined Anhui and Kiangsu troops.

Tien Chung Yu reports that the Fifth Brigade have suppressed the bandits at Latang.

LATE FATHER MALLOTTO.

ITALIAN LEGATION DENIES INDEMNITY DEMAND.

PEKING, September 25th.

The Italian Legation denies that an indemnity has been demanded for the death of Father Malotto, stating that the Roman Catholic missions never ask for an indemnity.

JAPANESE GOVERNMENT CONTROL SUPPLIES.

Tokyo, September 24th.

An edict was promulgated to-day placing under the control of the Government supplies of fish, cotton fabrics, bedding material, fuel, lumber, zinc, tin, iron, steel plates, nails, metal wire, roofing materials and matting.

A committee of business men trading in the foregoing is being chosen to serve in an advisory capacity.

It is explained that this control will not be in the nature of a monopoly, but that private dealers may carry on business, and that the Government's efforts will be directed solely to procuring supplies promptly.

"DEATH TO THE SOCIALIST" IN JAPAN.

Tokyo, September 25th.

The gendarmie officer Capt. Amakusa has been found guilty of compassing the death of the Socialist Otsugi Sakae and two others, and has been committed for trial.

The motive is officially explained by Amakusa's conviction that Socialist activities are detrimental to the welfare of the State, particularly at the time of the great calamity.

BITTER POLITICAL CAMPAIGN IN PHILIPPINES.

MANILA, September 24th.

The Democrats leaders to-night submitted to the Governor-General ten specific charges against the Majority party of irregularities in the disbursements from the Independence fund, which the Majority party controls.

These alleged irregularities include payments to two American ex-Congressmen and one item of P. 14,000 to Senator Quezon for the banquet recently to the International Bar Association convention in Manila.

The charges are part of a political campaign to elect one Senator for the fourth district in the hottest and most bitter campaign in the history of the Philippines, the principal plank of which is the anti-Americanism of the Majority party.

THE RELIEF OF DISTRESS IN JAPAN.

SWATOW'S CONTRIBUTION.

Mr. S. Uchida, Acting Consul for Japan at Swatow, writes to us as follows:—

In the absence of English papers in Swatow, and in view of the fact that the Hongkong dailies have a large circulation among the foreign community here, I take the liberty to request you to be good enough to insert this communication in your valuable paper.

I wish to hereby acknowledge with the warmest thanks the expression of sympathy with the Japanese nation, on the part of both Chinese and European friends in this Port, for the recent earthquake disaster in Japan.

The following gentlemen are among those who have expressed their sympathy to me by making a special call or sending a letter:—

Monsieur Tsun Yun Yu, Mayor.
Monsieur Tsun Gao Fu, Chairman, Chinese Chamber of Commerce.

The British, American, French and Norwegian Consuls.

I am no less indebted to a long list of other friends, both individuals and organizations, who have also conveyed their sympathy to me.

The following are among the donations made in Swatow in favour of the Japanese sufferers:—

\$10,000 collected by the Chinese Chamber of Commerce in conjunction with several Yang Zongs.

\$1,457 collected by the British Consul among the European residents.

\$337 donated by Mr. H. C. Best, being the proceeds of a charity kinema performance.

\$1,000, Toong Chui Sang Tong.

\$1,000, Sung Sim Sang Tong.

\$330 collected by Mrs. King among ladies.

Up to the 20th instant, the donations, including those from the Japanese Colony, amount to 18,027.69 dollars. Besides, I understand, the following organizations are using their efforts to collect funds in aid of the sufferers: Poo Yi Sa, Tai Poo Tong Hiong Fii, Song Hioh Riong Yu Sa, the Chinese Red Cross Society.

Lastly, but not least, are due my thanks to those Chinese servants employed by Japanese residents who have spontaneously offered for charity one dollar or two, though they are receiving as salary only several dollars per month.

PRIVILEGED TO LIVE!

BANDITS' HEAVY TOLL ALONG HANKOW RAILWAY.

Official and private reports reaching Peking, says the Peking correspondent of the *Times*, declare that despite the campaign against banditry started by the authorities since the Lincheng outrage the people residing along the Lung-Hai or Southern section of the Peking-Hankow Railway are paying a heavy toll to brigands for the mere privilege of living. Hard pressed by troops, so the reports say, the brigands in the railway districts have taken revenge upon villagers, slaying women and children as well as men and kidnapping the wealthier people for purposes of ransom. It is asserted in these dispatches that the troops are invariably outwitted by the brigands. In some instances, it is alleged, fairly large towns have been completely destroyed and there are many homeless running about the railway zone in search of a place of refuge.

The Belgian officials of the railway have reported that a large force of bandits is gathering around the Yunho (Grand Canal) station in the zone of the Eastern section of the line and but three miles from the railway. The Belgian Legation has called the attention of the Waichowpu, as there are many foreigners living in this district. The Waichowpu has, in turn, called the attention of the Ministry of Communications to these conditions and the Ministry of Communications is understood to have prevailed upon the military authorities to rush troops to the scene.

GERMAN WIRELESS POST.

FOLLOWING A BRITISH EXAMPLE.

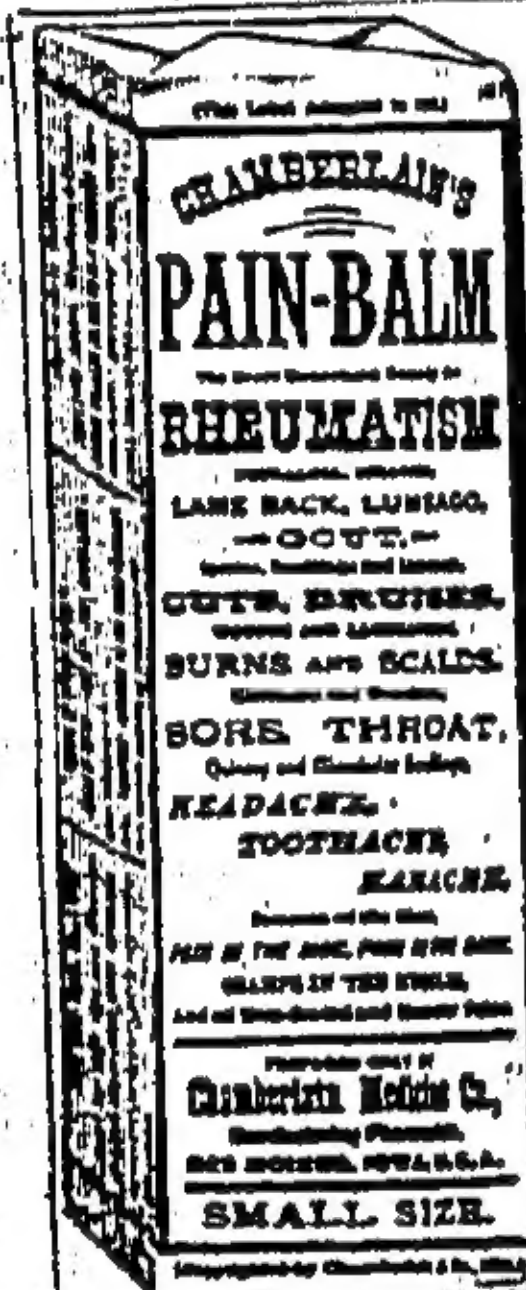
The German Government is instituting a service of wireless letters from Germany to New York.

They are thus following the example of the Marconi Company, who have been running a wireless letter service between this country and the United States for some months.

An official at the General Post Office stated yesterday that it was a simple matter to send wireless letters from Germany to the United States.

Germany's high-power station at Nauzen is probably the most powerful in the world," he said, and has a wavelength of 4,000 metres. We shall also be able to send wireless letters to the United States when the Post Office has constructed its high-power station at Rugby, which will be quite as powerful as the Nauzen station.

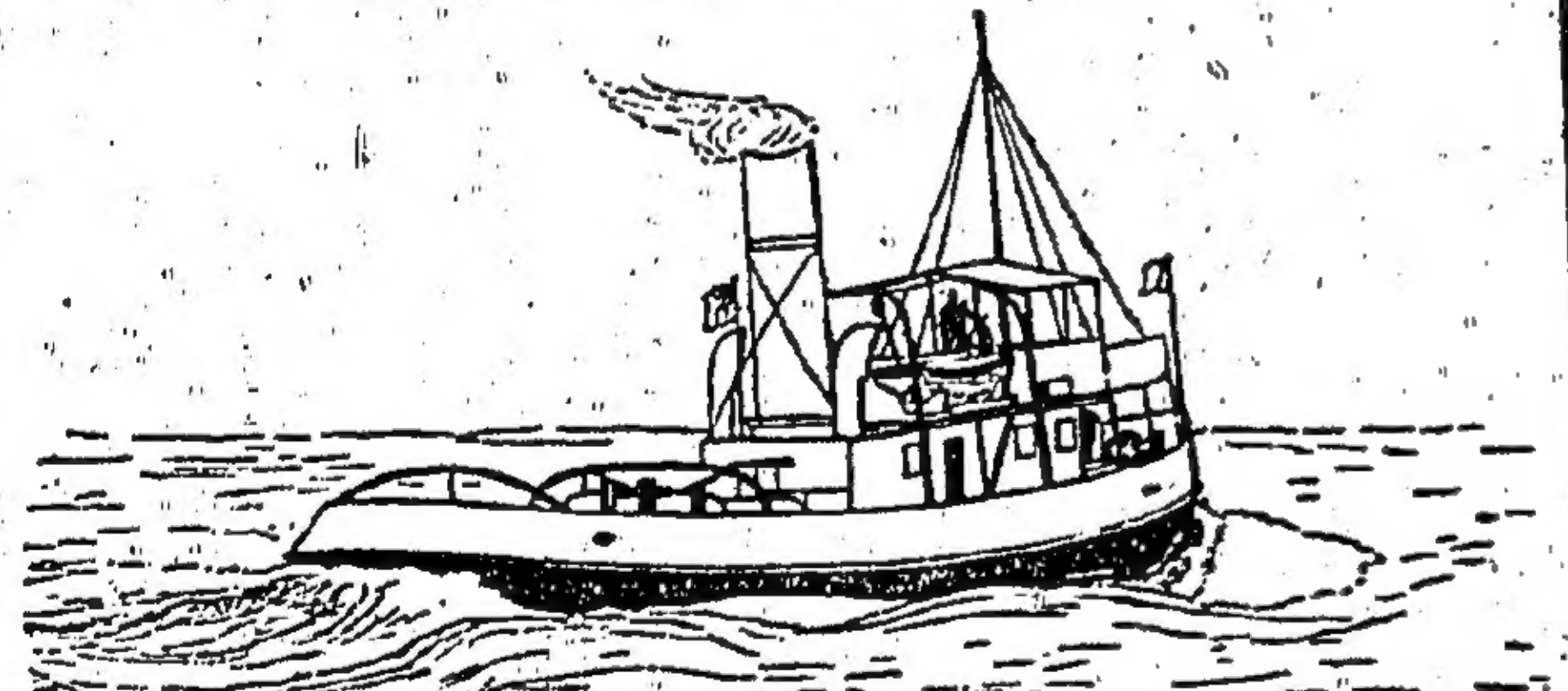
NAPIER JOHNSTONE'S

'N. J. CLUB' SCOTCHThe "Peg"
pre-eminent
since
1745OBTAINABLE FROM
LANE, CRAWFORD, LTD.
AND ALL WINE MERCHANTSThis pure old Whisky has had, since 1745,
a great reputation amongst connoisseurs
for its mellowness, and still maintains
a world-wide identical quality.**Chamberlain's Pain Balm**

Cures

Rheumatism, Lame Back,
Pains in the Side and Chest,
Burns, Scalds,
Sore Muscles, Headache, Toothache,
Cuts and Bruises.

Sold Everywhere.

W. S. BAILEY & CO., LTD.SHIPBUILDERS, MARINE AND LAND ENGINEERS
builders of Vessels up to 1,500 Tons; Fast Steam Launches and Motor Craft of
all kinds; Tugs, Barges, Oil Tankers, Light-draft and River Steamers;
Vessels built and shipped for re-export abroad.

ON-PIERRED TUG BOAT "LION" BUILT BY W. S. BAILEY & CO., LTD.

Boilers, Makers Founders and Constructional Engineers and Repairers



Agents:—HONGKONG TRADING CO., LTD.

WORDSWORTH'S LOVE STORY

A 100 YEARS' SECRET.

Some interesting particulars of Wordsworth's love affairs were given in a lecture delivered at Murray under the auspices of the Murray Lecture Society by Mrs. M. L. Woods on the poet's youth. It was, she said, a remarkable fact that although his attachment to Marie Anne Vallon, whom he first met at Orleans, was known to many of his friends, these all in deference to the poet's wishes, kept their knowledge to themselves, and the secret was kept for over a hundred years until an American professor found some letters of Dorothy Wordsworth in the British Museum in which reference was made to the fact.

Marie Anne Vallon, the lecturer said, belonged to a Royalist and Catholic family at Blois, and when Wordsworth met her she was living in a notary's office. It is impossible to say now why Wordsworth did not marry her. We can only suppose it was his poverty or his political and religious views to which her family would naturally have objected. Wordsworth was just 22, and Annette (as he always called her) was 20. He was a plain, shy youth, who, on his arrival in Orleans, could not have spoken French at all fluently. Yet it cannot have been very long before she became his mistress, and without being greatly uncharitable to Marie Anne Vallon, it may be assumed that her responsibility for this state of affairs was not less than the young Wordsworth's, the more so as her later history points to her having been a woman of a strong, bold character, with a taste for plot and intrigue.

Their child, a girl, was born in the December of the following year, and the poet returned to London shortly afterwards. The mother was evidently living in comfortable circumstances; Wordsworth had not left her to starve. France's declaration of war against England came as a shattering blow to him—both for public and personal reasons. He erected a hopeless barrier between the lovers, and we can sympathise with him in his directions, and agony as described in "The Prelude." Precarious communications were maintained with Annette during the next two or three years. Two letters from her, one to William and one to Dorothy, have survived in the archives of Blois. The former is lovingly emotional, and one sees a passionate woman to whom already the lover is less important than the child on whom for the rest of her life she was to lavish her maternal devotion. The next we hear of her is that she is living with her sisters at Blois as the widow of an Englishman named Williams. She was evidently a leading spirit among the Royalists, watched by the police and always able to baffle them. Did Wordsworth ever find his way over to France in reply to some appeal from Annette? We do not know.

In 1793 Wordsworth "and Dorothy" settled at Racedown, on the Dorset left to the poet by his friend, Ralsley Calvert. Annette fades into the distance, haunting him only as a memory, a sadness, a theme for pity, perhaps for remorse. Seven years later, after the Peace of Amiens, the former lovers met once more. Wordsworth and Dorothy met Annette and the little Caroline at Calais. Wordsworth was by this time a prophet and a poet; we do not know whether Annette realised this or whether she had read his verses. The American professor who wonders why Wordsworth did not then marry Annette would appear to possess more morality than common sense. Imagine this Frenchwoman, this townsmaid of 36, an ardent Catholic with all her interests in France, transported to a tiny cottage in the damp and extremely Protestant Lake District, living the simple life with Wordsworth and Dorothy and probably all the Coleridge family. They spent a month together at Calais (she hopes that Wordsworth, now better off, provided for his daughter). Then the Wordsworths returned to England, and shortly after Wordsworth married May Hutchinson, with whom for many years he lived in peace and happiness.

ELEGANT VISITOR DUPES ATLANTIC CITY.

THE PSEUDO-AMERICAN.

During the height of the week-end holiday rush in the fashionable Hotel Ambassador, Atlantic City (the New York Brighton), a tall bald-headed man of distinguished appearance sought a room for himself, his valet, and his child. Politely the reception clerk expressed regret that he had not a room to spare whereupon the visitor said: "Then you compel me to remain incognito. I am Sir Auckland Geddes, the British Ambassador, and thought I would enjoy a brief holiday." That put a different face on things. As if by magic, an elegant suite overlooking the ocean was found for the distinguished guest, who signed the register "Sir Auckland Geddes, child, and valet." The pseudo-Ambassador had hardly been installed in the suite before the hotel's director of publicity called for an interview.

"You must ask me questions, but I will talk to you," said the guest. Whereupon he talked. He disposed of the Anglo-French disagreement with the statement that there could not be a new war because British labouring men were sick of fighting. The publicity director furnished the Atlantic City newspapers with a fine report of the interview. The news agencies sent excerpts to Washington, where the British Embassy quickly reminded the hotel that Sir Auckland Geddes was abroad. Meanwhile the distinguished guest had paid his bill and departed, expressing appreciation of the courtesies he had received.

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LIVERPOOL via MARSEILLES & VALENOLA.

SYDNEY & MELBOURNE via Manila, &c.
TANGO MARU ... Friday, 28th Sept., at 10 a.m.
YOSHINO MARU ... Wednesday, 17th Oct., at 11 a.m.

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BOMBAY via Singapore and Colombo.
TAMRA MARU ... Saturday, 29th Sept., at 4 p.m.
CALCUTTA via Singapore, Penang & Rangoon.
AWA MARU ... Sunday, 7th Oct.
CEYLON MARU ... Wednesday, 26th Sept.

NAGASAKI, KOBE & YOKOHAMA.
AKI MARU ... Thursday, 11th Oct., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.

HAKODATE MARU ... Friday, 25th Sept.
CALCUTTA MARU (Omitting Shanghai) ... Sunday, 30th Sept.
ROZAN MARU ... Saturday, 6th Oct.
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*Emil Kirdorf ...	9,000 tons	1st half of December.
*Schoer ...	12,300 tons	1st half of January, 1924.
*Albert Vögler ...	9,000 tons	1st half of February, 1924.

HOMEWARD for Antwerp, Rotterdam and Hamburg

Steamer	Tonnage, d.w.	Departure
*Carl Legien ...	9,000 tons	8th Oct. Calling at Manila
*Adolf von Baeyer ...	9,000 tons	"
*Hindenburg ...	19,250 tons	"
*Emil Kirdorf ...	9,000 tons	"
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WHALE PROBLEMS.

THE "DISCOVERY" EXPEDITION
AND ITS OBJECTS.

ARE WE CATCHING TOO MANY?

The new voyage of Captain Scott's old ship, the *Discovery*, which is to be made, as soon as she is refitted, to the neighbourhood of South Georgia and the South Shetland, has been designed with the object of obtaining as much evidence as possible about the natural history of the whale, in order that the proper steps may be taken for preserving the whaling industry. The importance of the expedition, not only to the industry, but to science and the nation, was explained by Sir Sidney Harmer, Director of the Natural History Museum, who is a member of the Committee which has been appointed by the Colonial Office to direct the preparations, in an interview with a representative of *The Observer*.

"Since the year 1900," he said, "the whaling industry has been hunting an entire new district, the dependencies of the Falkland Islands and especially the neighbourhood of South Georgia and the South Shetland Islands. They have been catching whales at a very great rate, and we are rather anxious about the future. For we know from the previous records of whaling that what has always happened is that they have gone too fast and the stock has become depleted, with the consequence that the greater number of the old whaling fields are now useless."

GREENLAND FISHERY EXHAUSTED.

"For more than two centuries whalers used to go to the Arctic regions, Spitzbergen, and Davis Straits, particularly, in pursuit of the Greenland whale. That industry came to an end last century; and although I should not like to say there are no Greenland whales left, there are not enough to hunt any longer, and yet formerly they were found in enormous numbers. There are many instances of the same kind in other parts of the world."

"We have no interest, of course, in the profits of the industry, but we are interested in the preservation of the fauna of the world. Besides, it has to be remembered that whales were of great importance, almost vital importance, during the war. The main object in hunting them is to obtain oil, and whale oil is one of the main sources of glycerine, which can be made into nitro-glycerine, and so into explosives."

"There is also another point of importance about whales and the war. There was a shortage of fat, and the quantity available had to be used partly for food and partly for explosives. If the source of glycerine derived from whale oil had had to be taken from something else, which was used as food it would have affected very seriously the already short supply. Besides, whale oil itself has a food value and is used in the manufacture of margarine."

THE NARROW SEAS.

"Whilst everyone is agreed that whales must not be exterminated, the whaling companies are inclined to be a little unduly optimistic. One argument put forward on their behalf is that whaling is actually taking place in a very restricted area, whilst the oceans of the world are extremely large, and that therefore it does not matter much what happens in so small a district as South Georgia and the South Shetlands."

"The answer to this argument is that whales do not stay in the same place all the time. They undoubtedly migrate long distances, and if individual whales go over a very large part of the world at various times it is quite possible to exterminate them generally even if you restrict operations to a single place."

"There is another point worth mentioning: If you will look at the map you will see that the Antarctic Ocean goes all round the south end of the world, but it is specially narrow at the southern end of South America, where the industry is being carried out, and therefore if whales migrate round the Pole, which there is reason to believe is probable, you have them concentrated into a comparatively narrow channel, and it is likely that very serious harm may be done by what is going on at the present time."

MIGRATION.

"The problem of migration is one of the very special matters which the *Discovery* Expedition will study. We want to ascertain the extent and direction of the migration of whales. Another problem is that of reproduction. If you look at what is done for the protection of birds and other animals, it is nearly always considered a good line of defence to protect them as far as possible during the breeding season. Therefore it is clearly important to learn as much as possible about the breeding of whales—when and where it takes place, and so on."

"There is no doubt that whales go down south for feeding purposes mainly. Some people are inclined to suppose that these Polar waters are rather barren. That is entirely a mistake. They are extremely rich in the particular things that whales feed on. Whales probably go to warmer regions to breed, and turn down southward north into the colder seas to feed."

TOO OLD AT FORTY HERESY.

The holiday dullness in the political world has been relieved by the novel walking match between the Liberal M.P., Mr. Frank Gray, and the Conservative M.P., Captain Ainsworth, of 23 miles from Banbury Cross to Oxford, carrying full army kit and rifle, 90 pounds in weight. The early morning start was witnessed by hundreds. The challenger, Mr. Gray, who is six years younger, took the lead and covered the first four miles in 58 minutes. Half way, Captain Ainsworth led by 25 yards, but a mile and a half from Oxford was forced to retire with cramp. Mr. Gray also collapsed three miles from Oxford, but, resuming, finished in six hours, falling in a dead faint at the winning post.

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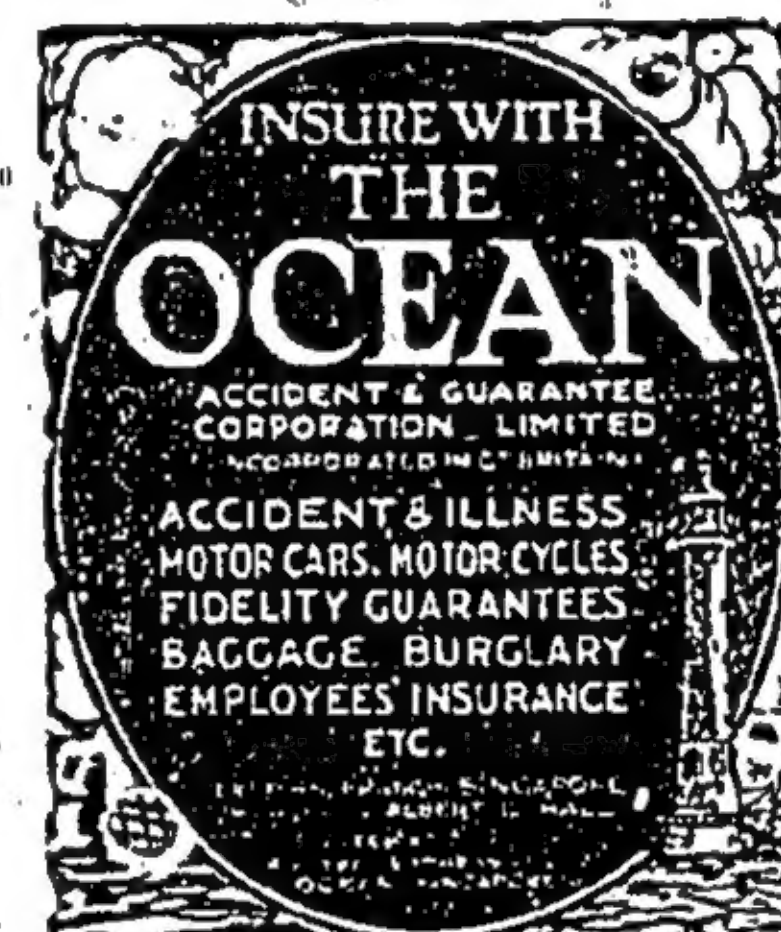
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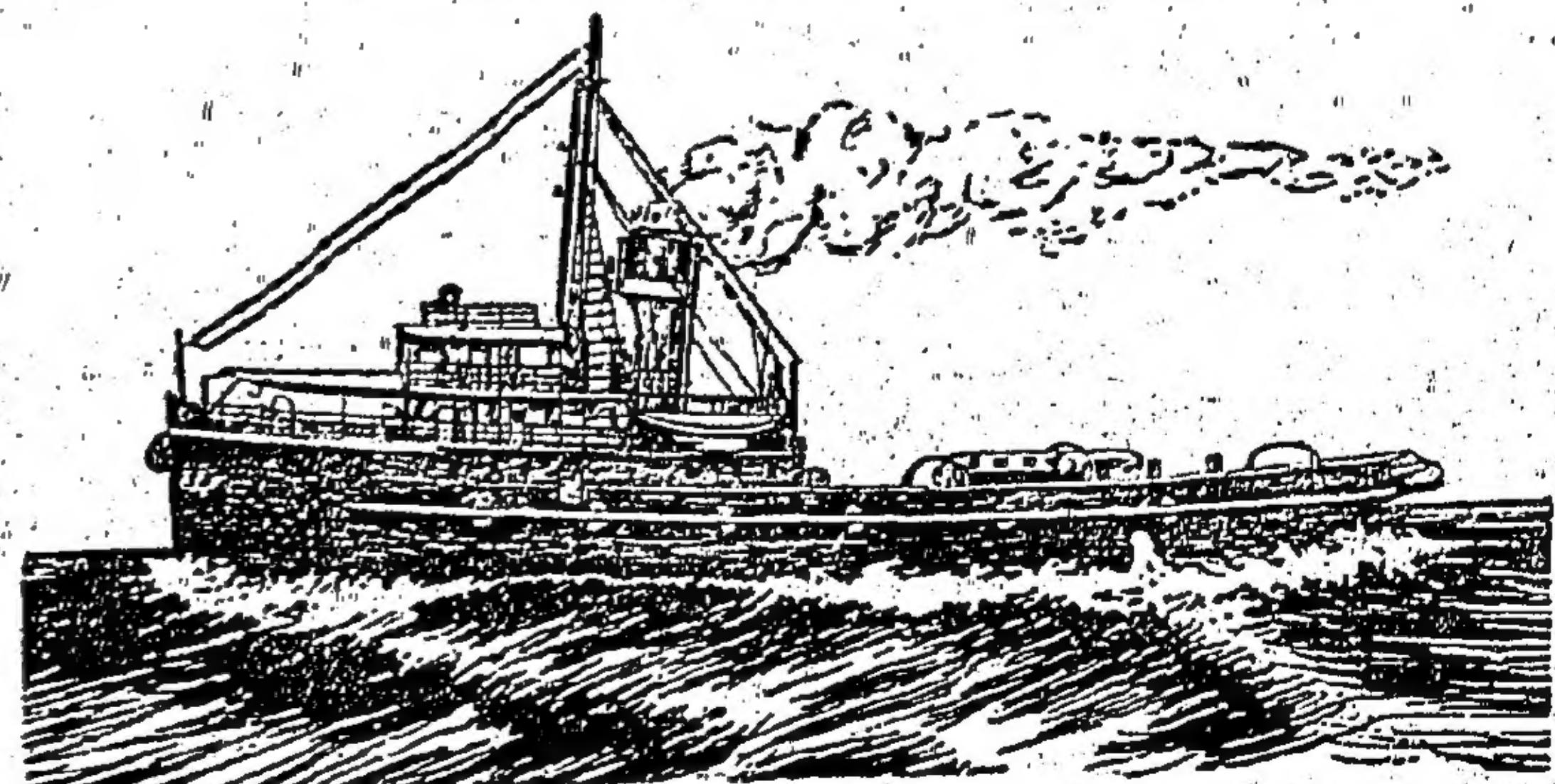


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MANILA	"MINGSANG"	Saturday, 2nd Oct. Noon.
BANGKOK via SWATOW	"MAUSANG"	Tuesday, 2nd Oct. Noon.
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SHIPPING NEWS

ARRIVALS.

September 25th.
Arake Maru, Japanese str., 1,742 tons, Capt. Sasunuki, from Milke, with coal.—M.B.K.
Ceylon Maru, Japanese str., 2,908 tons, Capt. Matsuhara, from Moji, with a general cargo.—N.Y.K.
Kwangtung, Chinese str., from Canton.
Mikasa Maru, Japanese str., 1,962 tons, Capt. J. Takawa, from Bangkok, with rice.—M.B.K.
Shiga Maru, British str., from Canton.
Sosha Maru, Japanese str., from Canton.
Wahai, British str., from Canton.

September 26th.
Amherst, Chinese str., 253 tons, Capt. Kwok Shan, from Hoihow, with a general cargo.—On Fat S.S. Co.
Angers, French str., 5,480 tons, Capt. Amen, from Marseilles and Saigon, the latter port she left on September 23rd, with a general cargo.—M.M.
Bintang, Danish str., 1,765 tons, Capt. N. M. Jensen, from Bangkok and Co. general cargo.—John Manners & Co.
Glenfalloch, British str., 1,454 tons, Capt. J. McKellar, from Singapore, with a general cargo.—Seng Soon Hong.
Harrison Maru, Japanese str., 1,867 tons, Capt. M. Matsubayashi, from Milke, with coal.—M.B.K.
Tama, Danish str., 5,525 tons, Capt. O. Hansen, from Shanghai, with a general cargo.—John Manners & Co.
Kiangsu, British str., 1,555 tons, Capt. G. Moore, from Bangkok and Swatow, with a general cargo.—B. & S.
Kujun Maru, Japanese str., 1,306 tons, Capt. R. Subana, from Dairen, with coal.—M.B.K.
Kwansing, British str., 1,435 tons, Capt. D. Skinner, from Bangkok and Swatow, with a general cargo.—J. M. & Co.
Sima Maru, Japanese str., 913 tons, Capt. H. Owa, from Amoy and Swatow, with coal.—O.S.K.
Shanghai Maru, Japanese str., 1,392 tons, Capt. G. Kuwamura, from Shanghai and Swatow, with a general cargo.—N.Y.K.
Szechuan, British str., from Canton.
Van Tollenburg, French str., from Canton.
Yunon, Chili str., 845 tons, Capt. Chan Chut, from Hoihow, with a general cargo.—Yan Woo S.S. Co.

CLEARANCES.

September 26th.
Angers, for Shanghai.
Ceylon Maru, for Singapore.
Chengshing, for Canton.
Chengshing, for Shanghai.
Chengshing, for Canton.
Huimaru, for Saigon.
Huimaru, for Shanghai.
Philippines, for Shimidzu.
Shiga Maru, for Chirwangtob.
Shanghai Maru, for Canton.
Szechuan, for Swatow.
Tama, for Manila.
Wahai, for Hongay.
Yatching, for Swatow.
Yungyung, for Hoihow.

PASSENGERS.

ARRIVALS.
 Per M.M. s.s. *Angers*, on September 26th. For Hongkong:—Mr. and Mrs. Xavier, Mr. Levy, Mrs. Suarez and Miss Girguy, Mr. Soares, Mr. and Mrs. Van Dorsier, Mr. and Mrs. Oskar Moe, Mr. Schonberg, Mr. Gregoire, Mr. Daryani, and several Chinese saloon passengers.

VESSELS EXPECTED

Bakersfield (Admiral Oriental), due Oct. 18th.
Bencluch (Ben Line), due Sept. 29th.
Bencluch (Ben Line), due October 18th.
Chili (M.M.), due Oct. 9th.
Emmen (Blue Funnel), due today.
Eurythia (Blue Funnel), due today.
Mackay (Blue Funnel), due Oct. 16th.
President Jackson (Admiral Oriental), due Oct. 2nd.
R. C. Rickers, due October 1st.
Safala (H.I. & A.), due Oct. 4th.
Tamba Maru (N.Y.K.), due Sept. 28th.
Tungu Maru (N.Y.K.), due today.

CUNARD LINERS TO VISIT HONGKONG.

During the early months of 1924 Hongkong will be visited by the three large Cunarders *Prinzessin*, *Lucania* and *Samarina* on their round-the-world cruises. These three vessels are similar in dimensions but the *Prinzessin* has been specially fitted out for "World" tours. Striking amongst the many notable innovations on this new Cunarder is the completely-equipped sports area extending upwards through two decks. The whole area occupies some 6,000 sq. ft., and consists of a big swimming-bath, a fully equipped gymnasium, a squash racket court with a spacious upper gallery for spectators, and, in addition, a large clear open space forward for all kinds of deck games. This swimming-bath, both by its size and its appointments, will probably rank as the most admirable affort. The gymnasium is fitted not only with the ordinary apparatus for physical culture but with a host of mechanical electric devices such as can only be found in the highest type of physical culture schools on shore. In attendance in this arena are experts, skilled in the use of all these aids to healthy recreation, and during the voyage passengers will have the opportunity of learning under the best tuition.

The cruises are being run under the auspices of The American Express Co. (*Prinzessin*), Mr. Frank C. Clark (*Lucania*), and Messrs. Thos. Cook & Son (*Samarina*), and the vessels during their stay at this port will be attended to by the Cunard Line's Agents, Messrs. Butterfield & Swire. *Prinzessin* is due in Hongkong on January 13th, *Lucania* on March 6th, and *Samarina* on April 6th.

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & PANAMA	Toba Maru	Jap.	Nippon Yusen Kaisha	On 1st Oct.
NEW YORK & BOSTON	Celtic Prince	Brit.	Princo Line	About 2nd Oct.
BOSTON & NEW YORK via SUEZ	Perseus	Brit.	The Bank Line, Limited	On 5th Oct.
SAN FRANCISCO via SHANGHAI & JAP. PORTS & HLY.	President Lincoln	Am.	Pacific Mail S.S. Co.	On 3rd Oct.
SAN FRANCISCO	West Carmona	Am.	Strathairn & Barry	On 8th Oct.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Taiyo Maru	Jap.	Toyo Kisen Kaisha	About 4th Oct.
VICTORIA & VANCOUVER, B.C., via SHANGHAI, &c.	Empress Russia	Brit.	Canadian Pacific O. S. Ltd.	On 15th Oct.
VICTORIA, SEATTLE & VANCOUVER via J. PORTS.	Kaga Maru	Jap.	Nippon Yusen Kaisha	On 3rd Oct.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Arabia Maru	Jap.	Osaka Shosen Kaisha	On 27th Oct.
VICTORIA, SEATTLE & VANCOUVER	Tyalarou	Brit.	Butterfield & Swire	On 1st Oct.
SEATTLE & VICTORIA via SHANGHAI, KOBE & YOKOHAMA	President McKinley	Am.	Admiral Oriental Line	On 25th Oct.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress Asia	Brit.	Canadian Pacific O. S. Ltd.	On 5th Oct. Midnight
DOUBTAY, MARSHALLS, GULF, LONDON & ANTWERP	Mantua	Brit.	P. & O. B. L. & A. L.	On 29th Oct.
MARSHALLS, &c.	Angers	Brit.	Messageries Maritimes	On 1st Oct.
MARSHALLS, &c.	Amboise	Brit.	Messageries Maritimes	On 15th Oct.
MARSHALLS, &c.	Cordillere	Brit.	Messageries Maritimes	On 8th Oct. 4 p.m.
MARSHALLS, LONDON, ANTWERP via SHANGHAI, &c.	Hakozaki Maru	Jap.	Nippon Yusen Kaisha	On 3rd Oct.
MARSHALLS, LONDON, ROTTERDAM & HAMBURG	City of Norwich	Brit.	The Bank Line, Ltd.	On 9th Oct.
MARSHALLS, HAVRE, LIVERPOOL & GLASGOW	Prometheus	Brit.	Butterfield & Swire	On 30th Sept.
LONDON, ROTTERDAM & DUNKIRK	Ampenor	Brit.	Butterfield & Swire	On 2nd Oct.
LONDON, ROTTERDAM, ROTTERDAM & ANTWERP	London Maru	Jap.	Osaka Shosen Kaisha	On 11th Oct.
LONDON, GUYANA, ROTTERDAM & HAMBURG	Pembrokehire	Brit.	Jardine, Matheson & Co. Ltd.	On 2nd Oct.
ROTTERDAM, AMSTERDAM, HAMBURG & BREMEN	Korisono	Dat.	Java-China-Japan-Lijn	About 8th Oct.
ANTWERP, ROTTERDAM & HAMBURG	Carl Legien	Ger.	Rosier Bros. & Co.	About 10th Oct.
HAVRE, ANTWERP, ALGER, OLAN & DUNKIRK	C. P. Lecocq	Belg.	Messageries Maritimes	On 27th Sept.
BOMBAY via SHANGHAI, COLOMBO	Tamba Maru	Jap.	Nippon Yusen Kaisha	On 15th Oct. 3 p.m.
BOMBAY & CALCUTTA	Hougang	Brit.	Jardine, Matheson & Co. Ltd.	On 17th Oct.
SINGAPORE, PENANG, COLOMBO & BOMBAY	Van Cloon	Dat.	Java-China-Japan-Lijn	On 13th Oct.
SINGAPORE & BELLAR-DELL	Rusandra	Ital.	Dodwell & Co., Ltd.	On 2nd Oct.
BEINDRE, VICTORIA & TIENTSIN	Huichow	Brit.	Butterfield & Swire	On 23rd Sept. D.L.
WELHAIWEI, CHEFOO & TIENTSIN	Nanyo Maru	Jap.	Yamashita Kisen Kaisha	About 4th Oct.
HALPHONG via HAIPOW & PAKHOI	Taiwa Maru	Jap.	Yamashita Kisen Kaisha	On 2nd Oct. Noon
KEELUNG via SWATOW & AMOY	Mausang	Brit.	Jardine, Matheson & Co. Ltd.	On 23rd Sept. 10 a.m.
AUSTRALIAN PORTS via MANILA	Tango Maru	Jap.	Nippon Yusen Kaisha	On 6th Oct.
AUSTRALIAN PORTS	Arakura	Brit.	P. & O. B. L. & A. L.	On 11th Oct.
SEANGHAI via SWATOW	Taiwan	Brit.	Butterfield & Swire	On 28th Sept. D.L.
SEANGHAI, KOBE & YOKOHAMA	Tongshing	Brit.	Jardine, Matheson & Co. Ltd.	On 25th Sept. Noon
SEANGHAI	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 27th Sept. 10 a.m.
SEANGHAI	Gracchus	Brit.	P. & O. B. L. & A. L.	About 2nd Oct.
SEANGHAI	Szechuen	Brit.	Butterfield & Swire	About 5th Oct.
SEANGHAI, YOKOHAMA & KOBE	Venezia	Ital.	Dodwell & Co., Ltd.	On 23rd Sept.
SAIGON	Tijonana	Dat.	Java-China-Japan-Lijn	On 29th Sept. Noon
JAPAN PORTS	Celebes Maru	Jap.	Osaka Shosen Kaisha	About 4th Oct.
TIENTSIN via WELHAIWEI & CHIAOFOO	Chongshing	Brit.	Jardine, Matheson & Co. Ltd.	On 19th Oct.
BATAVIA	Tiwoadi	Dat.	Java-China-Japan-Lijn	On 5th Oct. D.L.
CALCUTTA, SINGAPORE & RANGOON	Malay Maru	Jap.	Osaka Shosen Kaisha	On 2nd Oct. Noon
BANGKOK via HOIHOW	Chunwang	Brit.	Jardine, Matheson & Co. Ltd.	On 25th Sept. 1 p.m.
SWATOW & BANGKOK	Kiangsu	Brit.	Butterfield & Swire	On 2nd Oct. 1 p.m.
SWATOW, AMOY & FOCHOOW	Haifong	Brit.	Douglas LaPraik & Co.	On 29th Sept. 3 p.m.
SWATOW, AMOY & FOCHOOW	Haiching	Brit.	Douglas LaPraik & Co.	About
MANILA	Mingwang	Brit.	Jardine, Matheson & Co. Ltd.	On 30th Sept.
SINGAPORE	President Wilson	Am.	Pacific Mail S.S. Co.	
	West Cactus	Brit.	Strathairn & Barry	

WEATHER REPORT.

September 26th at 18.55.—Pressure changes are small in all districts.
 A feeble anticyclone is shown over N. China.
 The position and direction of motion of the depression in the China Sea remains uncertain.
 Hongkong rainfall for the 24 hours ending at 18 hours, 26th September, 0.14 inch. Total since January 1st, 57.77 inches, against an average of 74.59 inches.
 The forecast for the 24 hours ending at 18 hours, 27th Sept., is as follows:—

Forecast
 Formosa Channel ... N.E. winds, moderate; cloudy, some rain.
 Hongkong to Gap Rock ... E. winds, moderate; cloudy, some rain.
 South coast of China between Hongkong and Lamock ... do.
 South coast of China between Hongkong and Hainan ... do.

HONGKONG METEOROLOGICAL REGISTER.

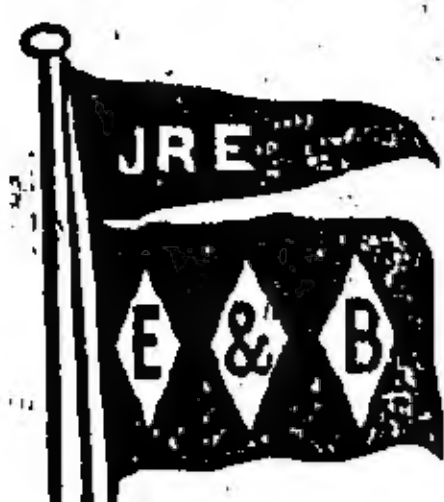
Hongkong Observatory, September 26th.			
	Previous Day	On Date	On Date
	at 2 p.m.	at 6 a.m.	at 2 p.m.
Barometer	29.74	29.78	29.77
Temperature	81	79	82
Humidity	74	78	75
Wind Direction	4	Calm	2
Force	4	0	1
Weather	0	0	0
Rain	0.00	0.00	0.14
Highest open-air Temperature on 25th	8		
Lowest open-air Temperature on 26th	7		

HONGKONG TIDE TABLE

From Sept. 27th to October 3rd, 1923.

HIGH WATER.				LOW WATER.			
Day of Week	Day of Month	H'kong Standard Time.	Height.	Day of Week	Day of Month	H'kong Standard Time.	Height.
Thurs.	27	m 10 58	6.3	m 4 21	2.5		
		m 10 41	6.5	m 4 43	2.8		
Fri.	28	m 11 27	6.0	m 5 10	2.6		
Satur.	29	m 11 55	5.5	m 5 50	2.7		
Sund.	30	m 11 23	6.6	m 6 28	3.6		
Mon.	1	m 11 50	6.8	m 6 53	3.9		
Tues.	2	m 1 33	6.7	m 7 22	3.0		
Wed.	3	m 2 06	6.6	m 8 53	2.1		
		m 3 27	6.5	m 10 18	4.4		
		m 4 58	6.5	m 11 43	3.1		
		m 6 29	6.4	m 1 10	2.8		
		m 8 00	6.3	m 2 35	2.5		
		m 9 31	6.2	m 4 00	2.2		
		m 11 02	6.1	m 5 25	1.9		
		m 12 33	6.0	m 6 50	1.6		
		m 1 04	5.9	m 8 15	1.3		
		m 2 35	5.8	m 9 40	1.0		
		m 4 06	5.7	m 11 05	0.7		
		m 5 37	5.6	m 12 30	0.4		
		m 7 08	5.5	m 1 00	0.1		
		m 8 39	5.4	m 2 25	0.0		
		m 10 10	5.3	m 3 50	0.0		
		m 11 41	5.2	m 5 15	0.0		
		m 1 12	5.1	m 6 40	0.0		
		m 2 43	5.0	m 8 05	0.0		
		m 4 14	4.9	m 9 30	0.0		
		m 5 45	4.8	m 10 55	0.0		
		m 7 16	4.7	m 12 20	0.0		
		m 8 47	4.6	m 1 00	0.0		
		m 10 18	4.5	m 2 25	0.0		
		m 11 49	4.4	m 3 50	0.0		
		m 1 20	4.3	m 5 15	0.0		
		m 2 51	4.2	m 6 40	0.0		
		m 4 22	4.1	m 8 05	0.0		
		m 5 53	4.0	m 9 30	0.0		
		m 7 24	3.9	m 10 55	0.0		
		m 8 55	3.8	m 12 20	0.0		
		m 10 26	3.7	m 1 00	0.0		
		m 11 57	3.6	m 2 25	0.0		
		m 1 28	3.5	m 3 50	0.0		
		m 2 59	3.4	m 5 15	0.0		
		m 4 30	3.3	m 6 40	0.0		
		m 6 01	3.2	m 8 05	0.0		
		m 7 32	3.1	m 9 30	0.0		
		m 9 03	3.0	m 10 55	0.0		
		m 10 34	2.9	m 12 20	0.0		
		m 12 05	2.8	m 1 00	0.0		
		m 1 36	2.7	m 2 25	0.0		
		m 3 07	2.6	m 3 50	0.0		
		m 4 38	2.5	m 5 15	0.0		
		m 6 09	2.4	m 6 40	0.0		
		m 7 40	2.3	m 8 05	0.0		
		m 9 11	2.2	m 9 30	0.0		
		m 10 42	2.1	m 10 55	0.0		
		m 12 13	2.0	m 12 20	0.0		
		m 1 44	1.9	m 1 00	0.0		
		m 3 15	1.8	m 2 25	0.0		
		m 4 46	1.7	m 3 50	0.0		
		m 6 17	1.6	m 5 15	0.0		
		m 7 48	1.5	m 6 40	0.0		
		m 9 19	1.4	m 8 05	0.0		
		m 10 50	1.3	m 9 30	0.0		
		m 12 21	1.2	m 10 55	0.0		
		m 1 52	1.1	m 12 20	0.0		
		m 3 23	1.0	m 1 00	0.0		
		m 4 54	0.9	m 2 25	0.0		
		m 6 25	0.8	m 3 50	0.0		
		m 7 56	0.7	m 5 15	0.0		
		m 9 27	0.6	m 6 40	0.0		
		m 10 58	0.5	m 8 05	0.0		
		m 12 29	0.4	m 9 30	0.0		
		m 1 00	0.3	m 10 55	0.0		
		m 2 31	0.2	m 12 20	0.0		
		m 4 02	0.1	m 1 00	0.0		
		m 5 33	0.0	m 2 25	0.0		
		m 7 04	0.0	m 3 50	0.0		
		m 8 35	0.0	m 5 15	0.0		
		m 10 06	0.0	m 6 40	0.0		
		m 11 37	0.0	m 8 05	0.0		
		m 1 08	0.0	m 9 30	0.0		
		m 2 39	0.0	m 10 55	0.0		
		m 4 10	0.0	m 12 20	0.0		
		m 5 41	0.0	m 1 00	0.0		
		m 7 12	0.0	m 2 25	0.0		
		m 8 43	0.0	m 3 50	0.0		
		m 10 14	0.0	m 5 15	0.0		
		m 11 45	0.0	m 6 40	0.0		
		m 1 16	0.0	m 8 05	0.0		
		m 2 47	0.0	m 9 30	0.0		
		m 4 18	0.0	m 10 55	0.0		
		m 5 49	0.0	m 12 20	0.0		
		m 7 20	0.0	m 1 00	0.0		
		m 8 51	0.0	m 2 25	0.0		
		m 10 22	0.0	m 3 50	0.0		
		m 11 53	0.0	m 5 15	0.0		
		m 1 24	0.0	m 6 40	0.0		
		m 2 55	0.0	m 8 05	0.0		
		m 4 26	0.0	m 9 30	0.0		
		m 5 57	0.0	m 10 55	0.0		
		m 7 28	0.0	m 12 20	0.0		
		m 8 59	0.0	m 1 00	0.0		
		m 10 30	0.0	m 2 25	0.0		
		m 12 01	0.0	m 3 50	0.0		
		m 1 32	0.0	m 5 15	0.0		
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		m 7 36	0.0	m 10 55	0.0		
		m 9 07	0.0	m 12 20	0.0		
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		m 1 40	0.0	m 3 50	0.0		
		m 3 11	0.0	m 5 15	0.0		
		m 4 42	0.0	m 6 40	0.0		
		m 6 13	0.0	m 8 05	0.0		
		m 7 44	0.0	m 9 30	0.0		
		m 9 15	0.0	m 10 55	0.0		
		m 10 46	0.0	m 12 20	0.0		
		m 12 17	0.0	m 1 00	0.0		
		m 1 48	0.0	m 2 25	0.0		
		m 3 19	0.0	m 3 50	0.0		
		m 4 50	0.0	m 5 15	0.0		
		m 6 21	0.0	m 6 40	0.0		
		m 7 52	0.0	m 8 05	0.0		
		m 9 23	0.0	m 9 30	0.0		
		m 10 54	0.0	m 10 55	0.0		
		m 12 25	0.0	m 12 20	0.0		
		m 1 56	0.0	m 1 00	0.0		
		m 3 27	0.0	m 2 25	0.0		
		m 4 58	0.0	m 3 50	0.0		
		m 6 29	0.0	m 5 15	0.0		
		m 8 00	0.0	m 6 40	0.0		
		m 9 31	0.0	m 8 05	0.0		
		m 11 02	0.0	m 9 30	0.0		
		m 12 33	0.0	m 10 55	0.0		
		m 1 04	0.0	m 12 20	0.0		
		m 2 35	0.0	m 1 00	0.0		
		m 4 06	0.0	m 2 25	0.0		
		m 5 37	0.0	m 3 50	0.0		
		m 7 08	0.0	m 5 15	0.0		
		m 8 39	0.0	m 6 40	0.0		
		m 10 10	0.0	m 8 05	0.0		
		m 11 41	0.0	m 9 30	0.0		
		m 1 12	0.0	m 10 55	0.0		
		m 2 43	0.0	m 12 20	0.0		
		m 4 14	0.0	m 1 00	0.0		
		m 5 45	0.0	m 2 25	0.0		
		m 7 16	0.0	m 3 50	0.0		
		m 8 47	0.0	m 5 15	0.0		
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		m 11 49	0.0	m 8 05	0.0		
		m 1 20	0.0	m 9 30	0.0		
		m 2 51	0.0	m 10 55	0.0		
		m 4 22	0.0	m 12 20	0.0		
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		m 4 38	0.0	m 9 30	0.0		
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		m 7 40	0.0	m 12 20	0.0		
		m 9 11	0.0	m 1 00	0.0		
		m 10 42	0.0	m 2 25	0.0		
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		m 4 46	0.0	m 8 05	0.0		
		m 6 17	0.0	m 9 30	0.0		
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		m 6 25	0.0	m 8 05	0.0		
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		m 12 29	0.0	m 1 00	0.0		
		m 1 00	0.0	m 2 25	0.0		
		m 2 31	0.0	m 3 50	0.0		
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		m 5 33	0.0	m 6 40	0.0		
		m 7 04	0.0	m 8 05	0.0		
		m 8 35	0.0	m 9 30	0.0		
		m 10 06	0.0	m 10 55	0.0		
		m 11 37	0.0	m 12 20	0.0		
		m 1 08	0.0	m 1 00	0.0		
		m 2 39	0.0	m 2 25	0.0		
		m 4 10	0.0	m 3 50	0.0		
		m 5 41	0.0	m 5 15	0.0		
		m 7 12	0.0	m 6 40	0.0		
		m 8 43	0.0	m 8 05	0.0		
		m 10 14	0.0	m 9 30	0.0		
		m 11 45	0.0	m 10 55	0.0		
		m 1 16	0.0	m 12 20	0.0		
		m 2 47	0.0	m 1 00	0.0		
		m 4 18	0.0	m 2 25	0.0		
		m 5 49	0.0	m 3 50	0.0		
		m 7 20	0.0	m 5 15	0.0		
		m 8 51	0.0	m 6 40	0.0		
		m 10 22	0.0	m 8 05	0.0		
		m 11 53	0.0	m 9 30	0.0		
		m 1 24	0.0	m 10 55	0.0		
		m 2 55	0.0	m 12 20	0.0		

ELLERMAN &
BUCKNALL



STEAMSHIP
COMPANY, LTD.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

"CITY OF LINCOLN" ... 12th October ... Marseilles, London, Rotterdam & Hamburg.

PASSENGER SERVICE.

"CITY OF KARACHI" ... 31st October ... Shanghai and Kobe.
"CITY OF KARACHI" ... 27th November ... Marseilles & London.
"CITY OF PARIS" ... 2nd January ... Do.
"CITY OF CANTERBURY" ... 31st February ... Do.
"CITY OF YORK" ... 30th March ... Do.
"CITY OF CAIRO" ... 15th April ... Do.

FARES TO LONDON.

Single 1st Class "A" £92. "B" £84. 2nd Class "A" £62. "B" £56.
Return "A" £161. "B" £147. "A" £93. "B" £88.

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"ARCEUS" ... via Suez Canal ... 5th Oct.
"KARONGA" ... via Suez Canal ... 15th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.

(from Swire & Sons, Ltd.)
HONGKONG & CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Fr. Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Return from Hongkong for Marseilles.
AMBOISE	1st Oct.
CORDILLERE	15th Oct.
ANGERS	29th Oct.
ORILLI	18th Nov.
PORTHOS	28th Nov.
ANGOR	10th Dec.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) £92. 2nd Class £84. B CLASS (1st Class) £82. 2nd Class £74.
STEAMERS (2nd) £62. 3rd Class £54. STEAMERS (2nd) £52. 3rd Class £44.

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIENE COMMERCIALES (OASIS BOATS).

C. P. "LECOQ" loading for ALGER, ORAN, HAVRE, ANTWERP, DUNKIRK, about 10th Oct., and may eventually call at Liverpool, Valence, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers).
Also through B/Lading issued to HELSINKI, REVAL and RIGA.
Sailings subject to alteration without notice.

For full Particulars apply to—

MESSAGERIES MARITIMES CO.,

Telephone: Central 740.
2, Queen's Building.
CONSIGNATION—TRANSIT—REPRESENTATION.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Pass in staterooms, and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIFONG ... Capt. Ellis Walker ... Friday, 28th Sept., at 1 p.m.
FAUHING ... Capt. J. S. Thomson ... Tuesday, 2nd Oct., at 1 p.m.
HAIHONG ... Capt. W. O. Pasmore ... Friday, 5th Oct., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Main Pier)

For Freight and Passage apply to—

DOUGLAS LARRAIK & CO.,

(General Managers)

JAPAN COAL

AND

GENERAL IMPORTS & EXPORTS

AGENTS FOR—

THE MITSUBISHI MARINE & FIRE INSURANCE CO.
THE OSAKA MARINE & FIRE INSURANCE CO.

MITSUBISHI SHOJI KAISHA

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKYO

No. 7, PRIDDER ST., HONGKONG

P. & O., British India Apar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
RIVER, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"MANTUA"	10,902	5th Oct. Midnight	Bay, Mars, Gib, Ldon & A'werp.
"SOUHAN"	8,696	17th Oct.	S'pore, Penang, Colombo & B'way.
"KARNALA"	9,068	19th Oct.	Mars, London & A'werp.
"CALEDONIA"	7,622	2nd Nov.	Bay, Mars, Gib, Ldon & A'werp.
"NELORE"	8,553	6th Nov.	Mars, London, Antwerp & R'dam.
"SICILIA"	8,813	14th Nov.	S'pore, Penang, Colombo & B'way.
"MALWA"	10,441	16th Nov.	Mars, Gib, Ldon & Antwerp.
"NYANZA"	7,023	24th Nov.	do.
"KALYAN"	9,068	30th Nov.	Marseilles, London & Antwerp.
"SOUHAN"	8,696	13th Dec.	do.
"DEVANHA"	8,092	14th Dec.	S'pore, Penang, Colombo & B'way.
"KAISAR-HIND"	11,430	28th Dec.	Mars, London & Antwerp.

1924.

"KHITA"	9,097	11th Jan.	(MARSEILLES & LONDON via Usual Ports of Call.
"MACEDONIA"	11,089	25th Jan.	do.
"KASHGAR"	8,440	31st Jan.	do.
"MOHRA"	10,911	2nd Feb.	do.
"KARNALA"	9,068	7th March	do.
"KARNALA"	15,893	21st March	do.
"DELTA"	8,097	4th April	do.
"CHINA"	7,052	18th April	do.
"KALYAN"	9,068	2nd May	do.
"KASHMIR"	8,960	16th May	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	6,949	8th Oct.	Singapore, Penang & Calcutta.
"TORILLA"	5,205	29th Oct.	do.

EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	6th Oct.	(Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
"ST. ALBANS"	4,500	3rd Nov.	do.
"EASTERN"	4,000	1st Dec.	do.

Frequent connections from Australia with the following—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (See France, etc.)
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Perth, Melbourne and London via New Zealand.

SAILING TO SHANGHAI & JAPAN

"GRACCHUS"	3,760	27th Sept. 10 a.m.	Shanghai & Kobe.
"SOUHAN"	8,696	2nd Oct. Noon	Shanghai.
"MALWA"	10,441	6th Oct.	Shanghai, Moji & Kobe.
"TORILLA"	8,906	8th Oct.	Shanghai, Moji & Kobe.
"SOFALA"	5,381	8th Oct.	Kobe direct.
"ST. ALBANS"	4,500	9th Oct.	Moji & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
First Saloon Passengers may travel by B.I.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Further Information Passage Fares, Freight Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "CELTIC PRINCE" ... on 2nd October.
S.S. "SLAVIC PRINCE" ... on 31st October.

For Freight and particulars apply to—

FURNESS (FAR EAST) LIMITED,

Telephone: Central 5155

Telegrams (Furprince)

(Incorporated in Great Britain)

St. George's Building

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore

"LONDON MARU" ... Sunday, 30th Sept. ... Singapore

BIO DE JANEIRO, SANTO, & BUENOS AIRES—via Saigon

"CANADA MARU" (Call at Montevideo) ... Friday, 2nd Nov.

BOMBAY ... Singapore and Colombo ... Friday, 5th Oct.

"HIMALAYA MARU" ... Saturday, 20th Oct.

BANGKOK ... & SINGAPORE ... Tuesday, 2nd Oct.

"KIBU MARU" ... Friday, 19th Oct.

CALCUTTA ... Singapore & Hongkong ... Wednesday, 3rd Oct.

"MALAY MARU" ... Friday, 19th Oct.

VICTORIA, SEATTLE, TACOMA & VANCOUVER via Shanghai and Japan

"MARIA MARU" ... Wednesday, 3rd Oct.

NEW YORK via Japan Ports, San Francisco and Panama

"HAGUE MARU" ... Beginning of Oct.

JAPAN PORTS—Kobe & Yokohama

"CELEBS MARU" ... Friday, 28th Sept.

"AMUR MARU" ... Monday, 22nd Oct.

KEELUNG via SWATOW & AMOY

"AMAKUSA MARU" ... Sunday, 30th Sept., 10 a.m.

"SUNAMARU" ... Sunday, 30th Sept., Noon

"KAI MARU" ... Sunday, 7th Oct., 10 a.m.

TAKAO ... Friday, 28th Sept., 8 a.m.

"SOBU MARU" ... Thursday, 4th Oct.

For further particulars please apply to—
OSAKA SHOSHEN KAISHA,
F. SHIMA, Manager

C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamer	Date of Departure
SWATOW & SHANGHAI	"SZECHUEN"	On 27th Sept. Noon.
ANOY, SWATOW & SINGAPORE	"KAYING"	On 28th Sept. D.L.
SHANGHAI	"SUIYANG"	On 28th Sept. D.L.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 28th Sept. D.L.
SHANGHAI & TIENTSIN	"SUNNING"	On 29th Sept. D.L.
WEIHAIWEI, CHEFOO & NEWCHOW	"KANSU"	On 30th Sept. D.L.
SWATOW & SHANGHAI	"NANPO"	On 30th Sept. Noon.
ANOY & SHANGHAI	"KANGCHOW"	On 2nd Oct. D.L.
SWATOW & RANGKOK	"KIANGSU"	On 2nd Oct. Noon.
MANILA	"TAMING"	On 3rd Oct. 4 p.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 4th Oct. 10 a.m.

SHANGHAI LINE.—Excellent Saloon accommodation, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong, and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Pakow), Tuesdays (via Amoy) Thursdays (via Swatow) and Saturdays (direct extending to Tientsin). Cargo taken on through B/Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

BANGKOK LINE.—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE

Telephone Central 22.

(JOHN SWIRE & SONS, LTD.)

CARGO & PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Manila, Sandakan, & Aus. Ports
"TAIYUAN"	6th October.	11th October.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For freight and passage apply to— BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.) Agents. Telephone Central No. 22.

STRUTHERS & BARRY

OPERATING U.S. GOVERNMENT SHIPS.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

U.S.S. "West Carmona" ... Due Hongkong 2nd Oct. Leave Hongkong 3rd Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA AND P. I. PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

TO SINGAPORE.

U.S.S. "West Cactus" ... Due Hongkong 28th Sept. Leave Hongkong 30th Sept.

For Full Information Apply to—

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES, INDO-CHINA-STRAITS & JAVA. 1st Floor, Queen's Building, Phone Central No. 2002. K. A. HEYUM, Res. Agent.

DODWELL & CO., LIMITED

NEW YORK BERTH

For BOSTON & NEW YORK via SUEZ

S.S. "SURUGA" ... sailing on or about 18th Oct.

S.S. "BOLTON CASTLE" ... sailing on or about 18th Nov.

LLOYD TRIESTINO.

TAKING CARGO FOR GENOA, NAPLES, VENICE, TRIESTE AND ALL OTHER ITALIAN PORTS. ALSO CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS.

REDUCED FARE FROM HONGKONG TO ITALIAN PORTS & B&B.

FOR SHANGHAI YOKOHAMA & KOBE.

S.S. "VENETIA" ... sailing on or about 2nd Oct.

S.S. "FIUME-L" ... sailing on or about 2nd Nov.

FOR BRINDISI, VENICE & TRIESTE

Via SINGAPORE, PENANG & COLOMBO.

S.S. "ROSANDRA" ... sailing on or about 2nd Oct.

S.S. "VENETIA" ... sailing on or about end of Oct.

S.S. "FIUME-L" ... sailing on or about end of Nov.

NATAL LINE OF STEAMERS.

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS

S.S. "UMSINGA" ... sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Telephone Central 1030.

Agents.

